Weather
Fine cool weather today. The maximum temperature yesterday was 91.3 and the minimum 62.1, the figures for the corresponding day last year being 90.3 and 64.4.

THE CHINA PRESS
大陸報

Today's paper consists of 44 pages in three sections

NO. 2463 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 未年閏七月二十日一 SHANGHAI, SUNDAY, SEPTEMBER 14, 1919 大正四年 第三種郵便物認可 20 CENTS

TREATY CREATES NEW WORLD ORDER, WILSON DECLARES

Balance Of Power Regime Ended By It, He Says, In Minneapolis Speech

ALL WILL BENEFIT

Hold Governments Must Work Together Or Be Destroyed

(*American Press Wireless*)

Minneapolis, Minn., September 10.—The Treaty of Peace will end the regime of the balance of power and a new world order will be established which will be to the advantage of all nations rather than a few of the strongest, President Wilson declared Tuesday during his stop in this city on his "swing around the circle."

"Under the old balance of power," the President said, "people nowhere dared to speak out against autocracy or against the burden of armament. Now the people are awake and determined that the governments will work together or they will destroy the governments.

"Another great war will come if there did not exist a concerted movement to preserve peace under American leadership. The treaty provides for the substitution of arbitration and discussion for force and absolute boycott against breakers of the covenant."

American Admiral Greeted In Hongkong

Salutes Fired And Guard Of Honor At Pier; Is First Visit Since 1914

Vice-Admiral William L. Rodgers, commander of the United States Asiatic fleet, arrived in Hongkong last Sunday on the U.S.S. General Alava. Salutes were fired on Monday morning at eight o'clock. Later the American admiral, accompanied by his staff, landed at Blake Pier and was welcomed by Mr. P. P. J. Wodehouse, C. I. E., aide to the governor.

A guard of honor from the Manchester regiment was at the pier and after inspection, the admiral called at the Government House.

On Tuesday Admiral Rodgers called on the commanding officer of the British army details and the commodore. It was the first official visit of an American admiral since the outbreak of the war.

Admiral Rodgers on Tuesday transferred his flag to the U.S.S. Brooklyn, flagship of the Asiatic Fleet.

China Sailing Today With Mail For States

Tender Leaves At 4 p.m.; Venezuela, Out Yesterday, Takes Silk Shipment

The China Mail Steamship Company's vessel, China, is due to arrive at Woosung this morning at 8 o'clock. The tender to meet her leaves the Customs jetty at 6 and returns at 11 o'clock. Mails for the China close at 2 o'clock this afternoon and the tender will leave at 4.

The Venezuela, which arrived at Woosung yesterday afternoon, brought 65 Shanghai passengers, with 217 more in transit. Cargo for America to the extent of 600 tons was loaded here, including 1,000 bales of silk. The ship was to leave at midnight last night.

Among the passengers leaving on the Venezuela were Dr. and Mrs. A. M. Massie and three children for Yokohama, Mrs. C. H. Hall and Mrs. S. F. Jones and daughter for San Francisco.

Peking Will Accept Changchun Demands

Cabinet Decides Supplementary Requests, However, Will Be Rejected

(*Reuter's Pacific Service*)

Peking, September 12.—At yesterday's meeting of the Cabinet it was resolved that the Japanese demands in connection with the Changchun incident should be accepted en bloc, but that the supplementary requests should be rejected. The Cabinet sent a delegate to Mukden to interview General Chang Tso-lin on the subject.

Tigers Go As Passengers; To Be Exchanged For Lions

Animals, Accompanied By Owner, Start On Steamer Leaving Shanghai Today As Result Of Unique Deal

The manager of Horne's Zoological Arena in Kansas City read in a magazine article that tigers, foxes, elephants, monkeys and sundry other representatives of the animal kingdom were on exhibition at a Vladivostok show house and that its proprietor, Mr. S. S. Garbonoff, was desirous of adding at least two lions to his so-called Bazaar on Svetlanskaya street.

From Kansas City to Vladivostok came a cablegram—"Will exchange lions for tigers." Garbonoff retorted with "Got you four times" or words to that effect and as a result Mr. Garbonoff, two male tigers and two young lady tigers are sailing for San Francisco on the West Conab this afternoon. Garbonoff is also taking along two Siberian foxes. "Might swap them for something else," he said through an interpreter for Garbonoff is starting for the United States with the same knowledge of English as that possessed by the tigers and foxes.

The animals were shipped through the local offices of the Pacific Mail Steamship Company, operators of the West Conab, a United States Shipping Board freighter. They are sent "on deck at owner's risk" and the Company added the usual stipulation that the animals must be fed by their owner.

Take Food With Them

So when the Siberian tigers and foxes were lifted aboard the West Conab yesterday, 1,500 pounds of beef went on, too. Each tiger will get eight pounds every morning of the 26 days required to cross the Pacific.

The animals were brought from Vladivostok on the Simbirsk and were kept at the Ningpo Wharf of Messrs. Jardine, Matheson and Company. The tigers are in heavy wooden boxes which contain about 50 cubic feet of space without the tigers. There are iron bars on the front. The foxes are in smaller boxes, also with iron bars.

Medical certificates were required both at Vladivostok and Shanghai. The doctors admit that the foxes and tigers are both healthy and husky. Mr. Garbonoff says "they are very nice tigers and foxes" and anticipates no trouble on the trip. Captain Rankin of the West Conab saw that the boxes were securely chained to the deck.

His First Trip

This is Mr. Garbonoff's first trip to the United States and he feels that his lack of knowledge of English will not be any source of trouble because, he says, there are many people in America who speak Russian.

Four years ago he brought an elephant, two Siberian wolves, a crocodile and three monkeys from Vladivostok to Japan. They were purchased by a moving picture company at Osaka.

The animals come from the interior of Siberia and Manchuria. The four tigers were captured when small by country people and were purchased by Mr. Garbonoff some five years ago.

The Vladivostok man will bring back at least two lions, he says.

Captain Rankin hasn't said much about the shipment. He did admit, however, that 55 pigs made up part of the cargo on the West Conab from San Francisco to Manila. They were carried on deck and all but one survived the trip across the Pacific.

U. S. Grants Rights To Asiatic Students

Ruling Enables Them To Earn Their Way While Pursuing School Work

(*American Press Wireless*)

Washington, September 11.—Asiatic students in the United States will not be classed as laborers, even if they work to advance themselves in their studies according to a recent decision made by Secretary of Labor Wilson.

The decision provides, however, that laborers will not be admitted into the United States as students.

PEKING TO GET ANSWER ABOUT ARMS EMBARGO

Opinion Seems To Be Action Should Await Treaty Ratification

(*Reuter's Pacific Service*)

Peking, September 12.—The diplomatic corps is preparing a reply to the Chinese Government's request that the embargo on the importation of arms should be raised, on the plea that arms are needed to repel the Bolshevist menace on the Chinese borders. The general opinion appears to be that in view of the Government's optimism regarding the prospects of peace it would be better to await ratification before raising the embargo.

Sir Charles Eliot Arrives In Peking

Understood He Will Shortly Take Charge Of British Embassy At Tokio

(*Reuter's Pacific Service*)

Peking, September 12.—Sir Charles Eliot arrives in Peking this evening. Although no official announcement has been made it is understood that he will take over charge of the British Embassy at Tokio in three weeks. The report that Mr. Beliby Alston is to become British Minister at Peking is premature. Nothing is yet officially known on the subject with regard to the retirement of Sir John Jordan, who naturally expected relief at the termination of the war from the further period of service which he undertook at the special request of the Government.

Bill Widens Scope Of American Credit

Firms In U. S. And Banking Houses Enabled To Aid In European Rehabilitation

(*American Press Wireless*)

Washington, September 11.—The bill introduced into the Senate by Senator Edge designated to extend American credit so as to make it possible for American firms and banking houses to assist in the rehabilitation of Europe has been passed with amendments by the body.

The amendments provide for double liability for shareholders in corporations organised under this Export Finance act. The amended documents has been sent to the House for consideration.

CORK SINN FEINERS TAKE BRITISH MONITOR

Vessel At Monkstown Bay Is Robbed After Crew Is Overpowered

(*Reuter's Service*)

London, September 10.—Sinn Feiners in row boats with muffled oars at nightfall yesterday raided a monitor in Monkstown Bay, County Cork, overpowered the lookouts, rushed and overcame the skeleton crew and after systematically inspecting the vessel and removing rifles, ammunition and valuable instruments, made good their escape.

Soldiers Wreck Shops

London, September 9.—The wrecking of shops at Fermoy, County Cork, yesterday evening was carried out by soldiers led by men of the Shropshire regiment and supported by women and rowdies who were attracted by the prospect of loot. The crowd, led by a soldier who gave whistle signals, used hammers and pieces of iron. Hundreds of pairs of boots were stolen from a boot-shop while a jeweller's shop received special attention.

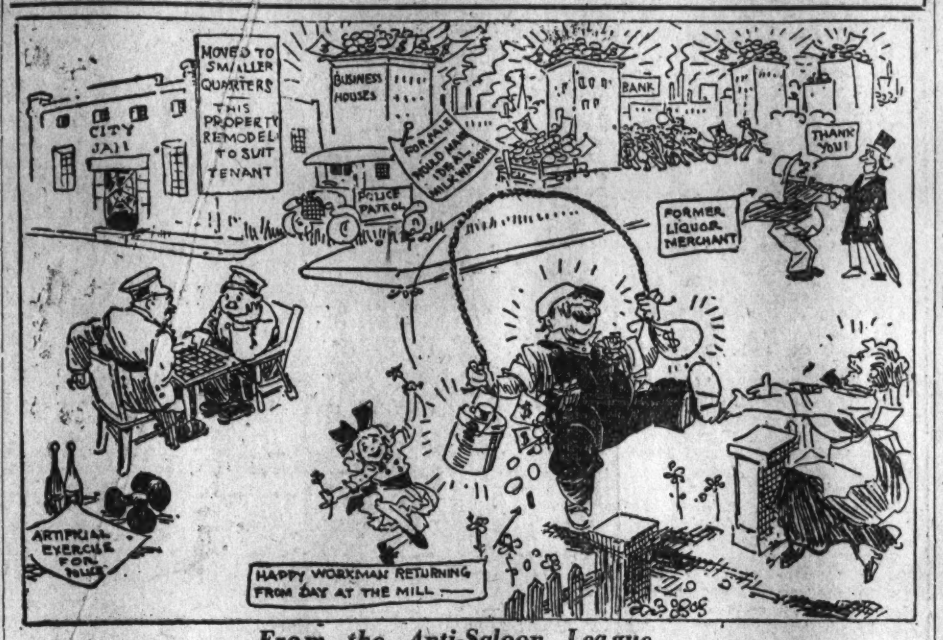
The disorders lasted two hours, the police being powerless. A picket finally restored order.

Theatrical Lockout In Paris Is Ended

(*Reuter's Service*)

Paris, September 9.—The managers today declared the theatrical lockout ended and the theaters will reopen tomorrow, pending conferences between the artistes' syndicate and the managers.

First Monthly Reports Are In On Prohibition In United States



From the Anti-Saloon League

I NOW BEGIN TO SEE MY MISTAKE
BUSINESS DEMORALIZED
DRYS
WORKING MENS FAMILIES IN VIOLENT STATE OF UNREST BECAUSE FATHER CAN'T HAVE HIS LIQUOR.
DIPSOMANIAC HOSPITAL
STANDING ROOM ONLY
FORMERLY INNOCENT AND RESPECTABLE DRUNKARDS NOW HOPELESS DRUG FIENDS
NOTICE CHECK YOUR PINK ELEPHANTS OUTSIDE

(Copyright, 1919, New York Tribune Inc.)

From the Liquor Dealers' Association

—*Darling in New York Tribune*

SPEAKER AT GLASGOW AGAINST DIRECT ACTION

Member Of Parliament Warns That Poorer Classes Would Be First To Suffer

(*Reuter's Service*)

London, September 9.—At the Trade Union Congress at Glasgow today, Mr. J. R. Clynes M.P., who had a good reception, speaking before the card vote on direct action was taken, emphasised the point that direct action would paralyse industry and that the poorer classes would suffer first. He marveled that men so sane in counsel and courageous otherwise should repose such childlike faith in the absolute success of direct action. He appealed to the delegates to go to law so long as there was law and to support the Labor members of the House of Commons who were attempting to work constitutionally and not to introduce violence into the country.

Mr. Hodges of the Miners' Federation, said the object of the vote was to find out how far the rank and file were with the executive of the Triple Alliance in the matter of direct action.

The result of the vote was received with cheers.

The dockers' delegates, representing 99,000 votes, were absent when the vote was taken.

MANY IN EKATERINBURG KILLED BY BOLSHEVIKI

Tales Of Pillage And Massacre Brought To Helsingfors By Refugees

(*Reuter's Service*)

Stockholm, September 9.—According to advices from Helsingfors, refugees who have arrived there report that the Bolshevists on the first day of the reoccupation of Ekaterinburg murdered 2,000 of the inhabitants. The Red Guards, they say, perpetrated widespread sacking and destruction, the Magyar and Chinese detachments being particularly brutal.

Dr. Reinsch Leaves Peking For America

No Announcement Yet Made Who Will Succeed Him In China As Minister

(*American Press Wireless*)

Peking, September 13.—After six years as minister to China of the United States, Dr. Paul Reinsch left Peking today enroute to Japan where he will embark for San Francisco.

Dr. Reinsch has been a well-known and popular member of the diplomatic circle at the Chinese capital during his stay and has won praise both from his own people and the people of the Far East for his work as a diplomat.

In accepting Dr. Reinsch's resignation, President Wilson declared that he did so "with the greatest reluctance and only under the pressure of his earnest solicitation that he may resume his residence in the United States where many interests demand his presence."

No official announcement has been made as yet by the State Department of the United States as to Dr. Reinsch's successor.

Action Of Belgium Raises Dutch Protest

Charged That Effort Is Being Made With Propaganda To Annex Limburg

(*Reuter's Service*)

The Hague, September 9.—Correspondence has been published showing that the Netherlands Minister for Foreign Affairs has protested to the Belgian Government regarding a secret note sent to Belgian military headquarters concerning propaganda in Dutch Limburg, with the object of influencing the latter in favor of annexation to Belgium.

AUSTRALIA'S INDEMNITY WILL RUN TO HUGE SUM

Estimated It Will Amount To Sixty Million Sterling When Paid In Full

(*Reuter's Service*)

Melbourne, September 9.—Mr. Hughes, Prime Minister of Australia, has informed members of the Ministry that if Germany makes the first indemnity payment in 1920 Australia's share will be ten millions sterling, and that when the indemnity is fully paid Australia's share will amount to nearly sixty millions.

Police Arrest Eight In Hongkew Murder

Chinese Caught Last Night After 21 Days' Search; Had Revolver And Bullets

A Chinese arrested last night while in possession of a revolver and 12 rounds of ammunition will be charged with the murder of an exchange shop assistant at 26 Seward Road on August 26. The arrest was made in Louza district by Chinese detectives attached to Wayside Station and culminates a search which started three weeks ago yesterday.

The Chinese will be jointly charged with seven others now in custody, one in the French Concession, one at West Hongkew Station and five at Wayside. All are believed to be members of a big armed-robber gang which has been operating in various districts of the Settlement.

The exchange shop assistant was shot through the body when he resisted efforts of robbers on the evening of August 26. He died the same night.

AUSTRIA SIGNS TREATY; LESSER NATIONS REFUSE

Rumanians And Jugo-Slavs Balk; Others Including China Take Action

TIME LIMIT FIXED

Recalcitrants Are Given Three Days To Decide What They Will Do

DISCUSS SILESIA

Allied Mission Returns And Plans To Send Troops Into Country

(*Reuter's Service*)

St. Germain, September 10.—The Austrian peace treaty was signed today.

Chancellor Signs

St. Germain, September 10, Later.—The Austrian treaty was signed by Dr. Renner, the Austrian Chancellor, at 10:15 this morning in the Conference room at the Chateau of St. Germain.

The other delegates then signed in order, the Americans leading followed by the British. The Rumanians and Jugo-Slav delegates were not present.

Time Limit Is Fixed For Rumanians And Jugo-Slavs

(*American Wireless Service*)

St. Germain, September 10.—(San Francisco, September 12).—The Austrians have signed the peace treaty. China also signed. The Rumanian and Jugo-Slav delegations did not sign pending instructions from their Governments. The supreme council has given them till Saturday to decide.

Mission Plans To Send Troops To Occupy Silesia

(*Reuter's Service*)

Copenhagen, September 9.—The Allied Mission in Upper Silesia has returned to Berlin.

General Dupont, the chief French representative, has had a conference with a German general staff officer with regard to the number of Allied troops required to occupy Upper Silesia.

BRITISH LINER COLLIDES WITH JAPANESE STEAMER

Marathon, From Australia, Is Beached After Disaster In Fog Off Dungeness

(*Reuter's Service*)

London, September 10.—The British liner Marathon from Australia collided with the Japanese steamer Heijun Maru from London in a dense fog off Dungeness this morning. The Marathon had twe holds flooded and was beached. Ninety passengers, including Lady Brassey and Lady Duncannon were taken to Dover by tugs. All are safe. The Heijun Maru is anchored in the Downs with her bows stove in.

TUCHUNS' PEKING MEETING NOT WHOLLY SUCCESSFUL

Found That Officials Of Yangtsze Are Disinclined To Take Part In Gathering

(*Reuter's Pacific Service*)

Peking, September 12.—The proposed conference of Tuchuns was only a partial success owing to the disinclination of the Yangtsze Tuchuns to take part. It is currently reported that at the last meeting, the Peking Militarists arranged with the visiting Tuchuns to make further representations regarding the urgent necessity for funds, pointing out the dire results which would ensue if the soldiers were not paid at the moment when the foreign loan negotiations were reaching a climax.

AMERICAN POPULATION DECREASES IN MANILA

Drops 42.79 Percent Since 1914 Due To Filipinisation Policy; Chinese Increase

During the past four years the American population of the city of Manila has decreased by 42.79 percent, shows a comparative statement prepared for the Secretary of Public Instruction by the Philippine Health Service, in which the census results of 1914, when a sanitary survey of the city was made under the auspices of the health service, are placed in contrast with the figures recently compiled by the Bureau of the Census for the latest canvass.

The 1914 sanitary census showed an American population of 5,76[illegible] while the Bureau of the Census figures for 1918 show only 3,13[illegible] Americans resident in the city.

The big decrease in the number of Americans, due in the main to retirement from the insular government service, is only exceeded by the decrease in Manila's Spanish population. In 1914 there were 4,40[illegible] Spanish residents. Now there are only 1,955 a decrease in the four years of 55.62 percent.

The increase in native population is not large, comparatively speaking. In 1914 there were 236,940 Filipinos in Manila, while when the 1918 census tally was taken there were 257,356.

The Chinese population has increased in percentage standing in the population column by 7.19 percent during the four years intervening between the two census canvasses. In 1914 there were 16,657 Chinese in Manila, while last year there were 17,856.

Pleasing Concert Given

In spite of the enthusiastic reception that greeted their first appearance, the second concert by the Amellas family at the Olympic Theater last night failed to draw more than half a house. It was an evening of well executed grand opera selections, Italian, Russian, Hungarian, with an occasional lighter selection to vary the program. Madame Silvestri, Signor Amellas, Maria Filocamo, mezzo soprano, each received their share of hearty applause, but it was the youngest member of the troupe Mlle. Rosa Filocamo, who most captivated the audience. Her easy and unaffected notes, clear and birdlike with never an effort, no matter what range, held all her hearers.

Unclaimed Cablegrams

Commercial Pacific Cable Co.
Sept. 5, Wangpehchin 0202, Shanghai—New York.
Sept. 13, Griggs, American Consulate, Shanghai—New York.

RACING IN ENGLAND

(*Reuter's Service*)

London, September 10.—The St Leger was run today, result:

Keysoe	1
Dominion	2
Buchan	3

Ten ran. Betting 100/8 Keysoe, 7/1 Dominion, 8/11 Buchan. Dominion won by six lengths. Two lengths between 2 and 3.

'Intolerance' This Week

"Intolerance," one of the most tremendous moving picture spectacles ever arranged and one which ran to longer engagements in the great cities of America than many successful dramas of the stage, will be shown for the first time in Shanghai at the Olympic Theater next Friday.

The picture is one of the D. W. Griffith productions and it carries a story which runs through the ages. Four stories in four periods are linked together to form the main theme, which extends from ancient Babylon on through the dawn of the Christian era, to Mediaeval France and to today. The entire cast involves 125,000 trained people and the splendor of settings is said never to have been equaled by any dramatic undertaking, whether for the screen or for the stage. The scenes laid in the Orient and the Holy Land are particularly colorful and imposing. In one part of the picture 7,500 horses are employed and in another 1,500 chariots roll through the arena.

The principals in the cast include a number of men and women of note in motion picture fame, among them Constance Talmadge, Mae Marsh, Miriam Cooper, Seena Owen, Lillian Gish, Margery Wilson, Robert Harron, Alfred Paget, Tully Marshal and Walter Long. And even the supporting cast contains names of high note. Sir Herbert Tree and De Wolf Hopper are to be seen in the crowds.

Following its production at the Liberty Theater in New York "Intolerance" drew crowds to that playhouse for six solid months and enjoyed equal runs in Chicago and other cities. It is understood that this picture is to be followed by another big Griffith production called "Hearts of the World."

News Brevities

Members of the American and Columbia Country Clubs are reminded of the tea dansant to be held at the Columbia Club Wednesday from 5 to 8 p.m. Members may bring their friends and Kerrey's orchestra will play.

* * *

A Chinese saloon servant from the Yamashiro Maru was sentenced to 3 months' imprisonment by the Mixed Court yesterday for attempting to smuggle 3 pounds of morphia into the Settlement. The drug was found beneath a bunk on the ship by a Customs officer and the defendant admitted having placed it there, stating that it was given to him by some unknown man who said that it was medicine.

* * *

Four Chinese charged with running opium dens were fined $10 each, with the alternative of 10 days in jail, by the Mixed Court yesterday. Fourteen men arrested as patrons of the places were fined $3, or 3 days. Three of the places were located on Tiendong Road and the fourth on Old China Street.

* * *

Mr. Thomas Sammons, American Consul-General, is expected to arrive early today, returning from his vacation of a month in Korea. Vice-Consul C. J. Spiker, who was notified some days ago that he was to take charge of the consulate at Antung, Manchuria, leaves on the Kweilin Monday for his new station.

* * *

Lieut. H. S. Jerome and Mr. and Mrs. J. B. Davies arrived in Shanghai yesterday on the Luenho, from Kiukiang.

* * *

A Chinese convicted of burglary of premises at 269 Kiukiang Road and theft of a silver watch and 1,700 coppers was sentenced to 9 months' imprisonment and expulsion by the Mixed Court yesterday.

* * *

Mr. J. A. Riddicks, Mr. and Mrs. Liebgold, Mr. and Mrs. W. Whitelaw and Lieut. R. A. Barker were among the passengers arriving from Hongkong on the Tean yesterday.

* * *

The close season for pheasants, deer, hare and partridges expires September 30, the Municipal Council announces. No prohibition attaches to the sale of snipe, quail, woodcock and wild fowl.

* * *

Fourteen men appeared in the Mixed Court yesterday on the charge of gambling on the street with dice and dominoes. All admitted that they were unemployed except one, who said he was a shoemaker. Twelve were ordered to pay fines of $5 each or serve 5 days in jail while in the case of the other two the penalty was doubled.

* * *

M. Paul Nijinsky, graduate of the Government Dancing Academy at Petrograd, announces that he will arrange private dancing lessons in Shanghai and intends to produce several ballets here during the coming season. He comes here after a successful tour of India.

WANTED, young American age 19 to 24, graduate of High School or College, to learn trust business and banking. Excellent opportunity for advancement. Reply giving full particulars as to age, education, experience, etc., to Raven Trust Co., Ltd., Shanghai.

24786

CLEAN WHILE DYEING
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RE-DYE FADED GARMENTS EQUAL TO NEW
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For sale at the better shops.
AMERICAN TRADING CO.
Shanghai
Wholesale Agents for China.

American Company, S. V. C. Orders

Company Order No. 486.

(1) The American Company will go into camp at the Rifle Range on Thursday afternoon, September 25, at 6:00 p.m.

(2) Recruits may attend the camp and their presence is desired. Each man will be taxed $3.00 for mess account payable in cash to Company Treasurer upon arrival in camp. Any surplus will be returned. No servants other than cooks and officer's mess boy will be allowed in camp.

(3) Baggage should be sent to the camp between 4:00 and 6:00 o'clock p.m. on Thursday and should be plainly tagged with owner's name. It will be taken charge of by the Co. Quartermaster. The following articles and necessary toilet articles should be included.

1 small mattress; 2 blankets; 1 uniform overcoat; 1 pair socks; 1 pillow; 2 towels; 1 pair shoes.

(4) The Company will assemble at the Drill Hall on Foochow Road in marching order at 5:00 p.m. sharp on Thursday, September 25, 1919 and will march thence to camp. Each man will provide himself with 1 large and 1 small spoon, 1 knife and 1 fork.

(5) Each Platoon Commander will detail one man as a baggage Guard to report to the Quartermaster Sergeant at the Rifle Range 4:00 p.m. Thursday.

(6) If necessity to leave camp arises, permission may be obtained by application to Company Commander through First Sergeant, but no enlisted man may absent himself without a proper pass.

Note: Relations and friends of members of the Co. are invited to witness the American Cup shoot on Sunday at 2:00 p.m. and to tea at the camp 4:00 to 5:00 p.m.

(Sgd.) S. A. Ransom, Captain.
Commanding American Co., S.V.C.
Shanghai, September 12, 1919.

Army Shirts—Army shirts are now available for the members of the Company, and may be had on application to the Quartermaster Sergeant at 4 Minghong Road, during office hours of the week September 15-20. Men should call in person, so as to be assured of proper fit.

These shirts are furnished the men at half-price, and upon completion of one year's service as a first class efficient the shirt becomes their own property. The cost to them will be about Mex. $3.00.

It is necessary that men desiring shirts call between the dates specified, as after the expiration of the time the unsold shirts will be returned to the dealer.

O.V.B.
At al CLUBS, HOTELS and BARS
GANDE, PRICE & CO., Agents

Important Notice
MRS. SADIE PIKE
has arrived with the latest creations in
FALL and WINTER
EVENING DRESSES
GOWNS
COSTUMES
TAILOR-MADES
THEATER AND EVENING
CLOAKS
MILLINERY
ETC.
ETC.

Direct from the Latest Leading New York Designers
GRAND OPENING
will be announced in a few days

PAY BY CHECK
$1 opens a Savings Account
$100 opens a Checking Account
CURRENT ACCOUNTS
TAELS
MEX. DOLLARS
SAVINGS ACCOUNTS
TAELS
MEX. DOLLARS
AMERICAN GOLD
FIXED DEPOSITS
TAELS
MEX. DOLLARS
AMERICAN GOLD
RESIDENCES OF SOME OF OUR DEPOSITORS
Anking, Batang, Canton, Changchow, Changsha, Changteho, Chenchow, Chunking, Chefoo, Chentow, Chinkiang, Chungfu, Chao Hsien, Chaling, Chengtu, Chungting, Changli, Chow Kia Kow, Daitatie, Foochow, Hinghwa, Haichow, Hangchow, Hwanghsien, Hankow, Huchow, Harbin, Hefei, Honan, Hsuchow, Hengchow, Hwaianfu, Hungtung, Juchow, Juning, Kwangchow, Kwaikingfu, Kachek, Kerming, Wweichow, Kashing, Kiaochow, Kiang-Liling, Luchowfu, Luho, Lingtinkiang, Kikungshan, Kwangyin, Kaifeng, Kuling, Kioshan, Kenkang, Loting, Mohei, Minpinghsien, Kweiyang, Kinhwa, Kshan, Minghow, Moukden, Mitsing, Manila, Mienchih, Mokanwanghsien, Kienning, Liaochow, yang, Nanking, Nantungchow, Nanchang, Nanlinghsien, Ng Sauh, Ningpo, Peitaiho, Peking, Pakhoi, Footung, Pukow, Shanghai, Soochow, Sutsien, Shanhaikwan, Suchsien, Siangtan, San Yuen Hsien, Swatow, Suining, She-Ki-Chen, Shenchow, Shaowu, Shaohsing, Sheklung, Sungkiang, Sienyu, Santal, Suifu, Singeh, Sichwan, Taianfu, Taifeng, Tsingkiangpu, Tehchow, Tientsin, Tungchow, Tungjen, Tatung, Taikuhsien, Tainan, Tsing-Shih, Taining, Tsingtau, Wuhu, Wenchow, Wanchih, Wuchang, Woosung, Wuchow, Wei-hai-wei, Weihsien, Wushi, Yuhsien, Yu Yao, Yenping, Yangchow, Yeningkong, Yochow, Yenchang, Yunchun, Yengchen, Yengchow, Yuengkong, Yuchow.
HOMELANDS OF SOME OF OUR DEPOSITORS:
America, Australia, Belgium, Canada, China, Denmark, England, Finland, France, Greece, Holland, India, Ireland, Italy, Japan, Jerusalem, Norway, Persia, Poland, Portugal, Roumania, Russia, Scotland, Siberia, Spain, Straits Settlements, Sweden, Switzerland, Wales.
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Quality
equal to the best imported flour
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We are doing both wholesale and retail business and will send goods to destination ordered.
AGENCIES:
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Heng Sheng Rice Shop, French Concession.

Merchants can get complete information about the day's business just as soon as they want it
That's what a modern National Cash Register will give them. At closing time a glance at the register will show many things:
(1) Total amount of merchandise sold.
(2) Total cash received for goods.
(3) Amount of your charge sales.
(4) Detailed record of cash received on account.
(5) Detailed record of cash paid out.
(6) Amount of each clerk's sales.
(7) Number of customers each clerk waited on.
(8) Total number of transactions made during the day.
All these figures are there before you—absolutely accurate and reliable because they have been recorded *by modern machinery.*
You cannot afford to be without the valuable information that an up-to-date National Cash Register illw give you.
Stocks Carried by
AMERICAN TRADING COMPANY
Sole Agents in China

CHILDREN

are

keen observers

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EX-CAPTAIN SCRUBS DECK OF HIS FORMER SHIP

Skipper Of The Princess Alice Goes Home With Other Interned Germans

New York, August 4.—Deck scrubber on the vessel he once commanded was the ironical prank played by fate on Capt. Bortfeldt, one of the 1,000 interned Germans who were placed aboard the transport Princess Matoika on her voyage from Charleston, S. C., to Rotterdam. The transport's return yesterday from Brest led to the disclosure of the names and conduct of some of the prisoners, among whom were sixty women.

When the Princess Matoika was the German steamship Princess Alice, Bortfeldt was her skipper. On the ship's seizure she was renamed and her officers and crew interned.

During preparations for the vessel's departure from Charleston, Bortfeldt was used as a baggage handler. On the trip across the Atlantic he was a deck scrubber. He said he did not mind the menial tasks assigned him, as he was going back to the Fatherland.

Another who was sent home on the transport was First Officer Keissler of the Vaterland, now the Leviathan.

At Rotterdam, the Princess Matoika was greeted by a fleet of German coal barges, the crews of which offered to save to the Germans on the transport fifteen German marks for one American dollar.

Shipping Board Ships To Bring Cargo Here

Boats Operated By Struthers And Dixon Carrying 2,900 Tons For Shanghai

United States Shipping Board freighters operated by Messrs. Struthers and Dixon and arriving here the middle of next month will bring 2,900 tons of cargo from the United States to Shanghai merchants. The West Cactus left San Francisco on September 9 and is due at Shanghai on October 14. The West Islip, which arrives here on October 15, sailed from Seattle on September 10.

LIBEL SUIT WITHDRAWN

Suit of the National Herald, a Japanese registered Shanghai publication, against the Shanghai Morning Post for criminal libel was withdrawn yesterday in the Mixed Court. It was stated that a retraction had been published this week in large type and of such spirit as to make a reconciliation and friendly settlement possible.

Attorneys for each paper stated that the arrangement was satisfactory and offered congratulations to members of the Chinese newspaper fraternity who had been instrumental in bringing about a friendly ending to the dispute.

China Political Notes From Chinese Press

Mr. Wang Yi-tang left Peking Friday night at ten o'clock. The important members of the Presidential Office as well as the Cabinet were present at the station to bid him farewell. The associate delegates did not accompany him, but will meet him in Tientsin on the 14th when the entire delegation will leave there for Shanghai.

General Wu Pei-fu and Tan Yen-kai of Hunan have jointly circulated a telegram opposing the appointment of Mr. Wang Yi-tang. General Chang Shu-yuan of Shantung have telegraphically reprimanded the action of General Wu Pei-fu. The language he used was quite violent. The government proposes to instruct General Tsao Kun to appease both parties.

Since considerable delay has been caused by the roundabout way in which the messages from Kansu and Sinkiang are conveyed to Peking, the Ministry of Communications will increase the number of lines along Paotao and Ninghsia. The telegraphic office in Sianfu has also been ordered to repair the lines along Chienhsien so that Kansu and Shensi may have direct telegraphic communications.

Mr. Liu Ching-jen, the new Minister to Tokio, telegraphically informed Peking that he will come up to Peking after the 15th, and will leave for Japan towards the end of the month.

Because of the opposition of the Bolshevists against the Russian Consul at Sinkiang, Russian troops frequently broke into the province. The diplomatic authorities, it is understood, propose to ask the Russian Minister to Peking to recall the consul in order to avoid unnecessary trouble on Chinese soil.

The radical element in Canton proposes the separation of administration of the South from the North. An independent government is to be inaugurated. But the moderate politicians refuse to endorse the measure.

The Canton Government has decided to ask Peking not to recall Dr. C. T. Wang, China's peace delegate at Paris.

General Semenoff has arrived in Mukden and informs the authorities that he has no desire of inciting the Mongolians to rebel against China.

General Lu Yung-hsiang, the new Tuchun of Chekiang, has urged the Central Government to appoint immediately a military commissioner for Shanghai. He recommended that either the division commander of the Fourth Division or one of the brigade commanders of the Tenth Division be appointed in view of the familiarity of these forces with Shanghai conditions.

Blaze Does Damage To Massey Residence

Fire, originating in a storeroom under the main staircase, did considerable damage to the residence of Mr. P. W. Massey, 1998 Great Western Road, yesterday morning at about 1:30 o'clock. The alarm was telephoned to the Sinza station by Mr. A. L. Anderson, living next door, and a quick run was made. Hose lines playing upon the blaze from the front entrance and through a doorway in the servants' staircase quickly brought the blaze under control. The Massey family were away at the time.

Another fire, shortly before 7 o'clock Friday evening, badly damaged a Chinese dwelling at No. J. 332 East Seward Road and, to a lesser extent, the buildings on either side. It was extinguished by a section of the Central division.

Battle With Lions On Steamship Deck

Son Of President Hayes And His Family Twice Face Death On Eventful Voyage

New York, August 5.—How an ocean trip which had been taken for rest ended in a series of thrilling experiences was told yesterday by Mrs. Maude A. Hayes, wift of Scott Hayes, a son of former President Hayes and an officer of the New York Air Brake Company, who returned home on the Grace liner Santa Luisa. Both said they would be satisfied to remain in the quiet of their home at Croton-on-the-Hudson for same time to come.

Mr. and Mrs. Hayes, with their children, left New York May 20, bound for South America. On June 7, off Santa Rosa, on the coast of Peru, the ship went aground, Mrs. Hayes said, and later a heavy storm came up, wrecking the vessel. The crew became panic-stricken and the officers had to hold them off with pisto[illegible] passengers entered the l[illegible] boats.

"A heavy sea was running, some of the waves being at least thirty feet high," Mrs. Hayes said. "The steamship sank while we were still in sight. We rowed about for two days before we were rescued by the Montaro."

Mrs. Hayes said that once aboard her husband, children, and herself believed their troubles were over. This feeling was shortlived. On the Montaro was a circus with a menagerie. The doors of the animals' cages were broken open during a continuation of the storm which had wrecked the other vessel. Among the animals released were several lions and tigers, who prowled at will on the deck while the crew and passengers, from hiding places, tried to kill them or drive them overboard. The battle lasted an entire day, according to Mrs. Hayes, before the carnivora were slain or recaptured.

Mrs. Hayes brought back with her several hundred live Peruvian and Brazilian birds to take to her home.

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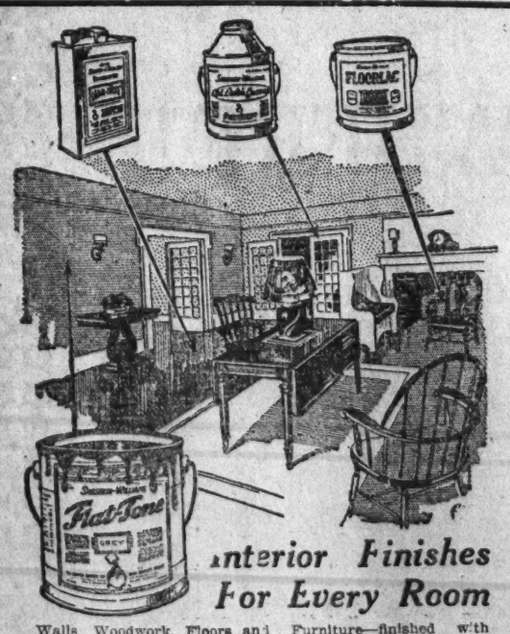

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"CAFÉ FRAPPE" (iced coffee).—Prepare as above, adding a squeeze of lemon; when cool put in a jug surrounded by ice. Serve when quite cold.

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TREATY RESTORES U.S. TRADE RIGHTS

Patents And Commercial Devices May Now Be Registered In Enemy Countries

'WORKING' FAILURE WAIVED

Americans Need Not Exploit Inventions For Two Years After Peace—Saves Millions

Washington, August 5.—A formal statement of the effect on the interests of citizens of the United States of that part of the Peace Treaty which relates to industrial property, was issued today by Breckinridge Long, Third Assistant Secretary of State.

This part of the treaty seeks to cover the readjustment of the rights of all belligerents in the matter of industrial property, including patents, trade marks and copyrights, and is declared by Mr. Long to be exceedingly important to the people of the United States "since the rights in question very materially affect manufacturing, industrial, and financial interests throughout the entire country."

The statement, in part, follows:

"SYNOPSIS.

"1.—The general system of industrial property rights as it existed before the war is restored insofar as suspended by the war, except in the special cases hereafter noted.

"2.—American-owned industrial property rights in Germany (and other signatory countries) which have become invalid by reason of failure to pay annual taxes, or meet any formal requirements, may be revalidated.

"3.—Failure to 'work' in Germany (and the other signatory countries) during the war is waived as a cause of forfeiture of industrial property rights, and, further, this period in which foreign working of inventions, etc., is not compulsory is extended to two years after the war.

Lifts Ban On American Patents

"4.—Americans who were prevented by the war from patenting their inventions, registering their trademarks, etc., in Germany (or other signatory countries) may do so now.

"5.—Measures taken during the war by the United States by way of licensing or liquidating German patents are recognised as valid and remain effective.

"6.—The right of the United States to impose conditions on German-owned industrial property if in future the national defense or public interest should require it, is reserved by the United States and recognised by Germany.

"7.—The liability of the United States or those acting for it for infringements incident to the prosecution of the war is waived by Germany for itself and its nationals.

"8.—License contract rights, and rights of Americans to sue for infringements committed during the war by Germany or Germans, are not surrendered by the treaty.

DISCUSSION.

"This part of the treaty covers the readjustment of the rights of all belligerent parties in the matter of industrial property, (patents, trade marks, and copyrights.) It is important to the people of the United States, since the rights in question very materially affect manufacturing, industrial, and financial interests throughout the entire country.

"Citizens of the United States more than any other belligerent country, are concerned with the readjustment of industrial property rights because as a consequence of the war such rights of American citizens had been gravely prejudiced in Europe, without any corresponding loss by European citizens in America. This, because patents in the United States are granted for an unrestricted term of seventeen years, without any requirement of taxes or invalidating conditions of any kind after the issue of the patent. Whereas in Germany, (and all European countries,) annual taxes are levied on patents and continuous exploitation there is required. Failure to meet these requirements is penalised by complete forfeiture of the rights.

"During the war Americans could not, under the conditions then prevailing, fulfil these obligations, even in allied countries. In Germany this was almost impossible after 1914 because of the allied censorship of communication before our entry into the war, and after that event because of the executive order of April 11, 1918, which absolutely forbade any further communication with the enemy by American citizens in the matter of industrial property rights.

American Patents Invalidated

"The result was that all patents of American citizens in Germany had been invalidated by April 11, 1919, (one year after the said executive order,) for nonpayment of taxes, failure to manufacture, etc., and the condition, while not so extreme, was bad in the case of American patents in allied countries. This because under war conditions it was often impossible for Americans to manufacture in foreign belligerent countries. Therefore their patents were invalidated for nonexploitation. At the same time the validity of German (and Allies') patents in the United States was not affected because of the absence of such taxes and conditions in the American law.

"The Treaty of Peace remedies this condition by providing that citizens of any of the high contracting parties may renew their industrial property rights in any other signatory country within one year after the ratification thereof by fulfilling any requirement that may not have been met during the war period beginning August 1, 1914. This permits citizens of the United States to reestablish their industrial property rights not only in Germany, but in all of the Allied countries.

"In the matter of 'working' industrial property rights, Article 309 is especially advantageous to citizens of the United States, since by it they are excused for all failures to manufacture or otherwise exploit their inventions abroad after August 1, 1914. And, furthermore, they are not required to exploit for two years after the conclusion of peace. The United States never required working, so it has been a one-sided burden on American inventors to exploit abroad, often requiring maintenance of a foreign factory. This will save hundreds of thousands of dollars, perhaps millions, that would necessarily have been expended without return by Americans to keep alive their vital foreign patents.

"During the war it was almost impossible for American citizens to file applications for patents in Germany. First, because of the allied censorship preventing their transmission, and secondly, because of the executive order dated April 11, 1918, which forbade such communication.

"The treaty relieves this situation by providing that applications on inventions made after August 1, 1914, may now be made with six months after the coming into force of the present treaty.

"During the war, the United States, through the Federal Trade Commission, granted licenses to American citizens to manufacture under German-owned patents in cases where there was a demand for the patented product. Later, the alien property custodian liquidated a number of German-owned patents which were found to have been used as a basis for an oppressive commercial monopoly in the United States. Under the provisions of the treaty these acts of the Government of the United States are recognised as valid, continuing and unrevoked by the conclusion of peace.

"In view of what was learned during the war as to the improper use that has been made in the past by Germans of their patents in foreign countries the treaty reserves to each of the allied and associated powers the right to impose, after the conclusion of peace, conditions or restrictions on the employment of German-owned industrial property the respective allied countries, cases where the national defense the public interest may require.

"The United States has no legi tion to put into effect this clause the treaty, but it is considered portant that the reservation is m and accepted by Germany, as in c any flagrant abuse by Germans the American patent system sho arise in the future the power to with it would have been reserved agreement and could be put effect by an act of Congress. many has always had such a rese tion. Therefore the effect of this of the treaty is to place the two c tries on a potentially equal footi

"During the war it was neces for the United States Governmen manufacture and use either dire or indirectly a great deal of mate such as explosives, ordnances, less telegraphy apparatus, aeropla etc., covered by German ov patents. Under ordinary peace ditions it would be necessary for Government of the United State pay to the owners of these pa many millions of dollars in the of royalties, profits, or damages this infringement.

Considers Royalties Intolerable

"It has been considered by commission intolerable that the ernment of the United States s be required to pay to German German citizens, royalty for privilege of having used this perty in the prosecution of the which was forced on the U States by Germany. The cas been considered analogous to th contraband property. In consequ the treaty provides that no claims shall be made against allied or associated Governmen Germany or German citizens.

"This clause is directed only t ventions used by the Governmen by citizens for the Government cidental to the prosecution of war, and does not extend to p commercial inventions, which not considered quasi-contraband

"The other Allies decided to ca by the Treaty of Peace all contr and licenses made before the break of the war between citizen their respective countries and many. They also decided to wip all reciprocal claims for infr ment of industrial property r during the war between their cit and citizens of Germany, hov arising.

"The objects and advantag these two provisions were appr ted by the American delegati the Peace Conference, but it felt that they ought not to c any rights of American citizens example, if any American had a contract, made before the outb of war, with a German citizen the American considers the con of advantage and value, it wa believed that such a contract sh now be cancelled by the t merely as a matter of convenie

"Likewise, if an American ow German patent which has bee fringed during the war by Ger it is believed his right to us damages or profits is a property which should not be taken away him. In any case, should su cancellation be made, it is bel American citizens would have a against the United States Go ment for the loss suffered.

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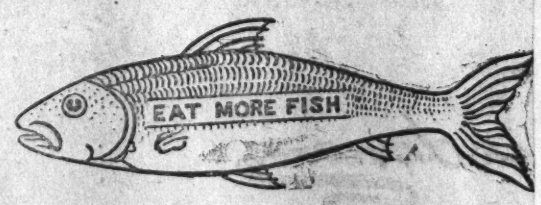

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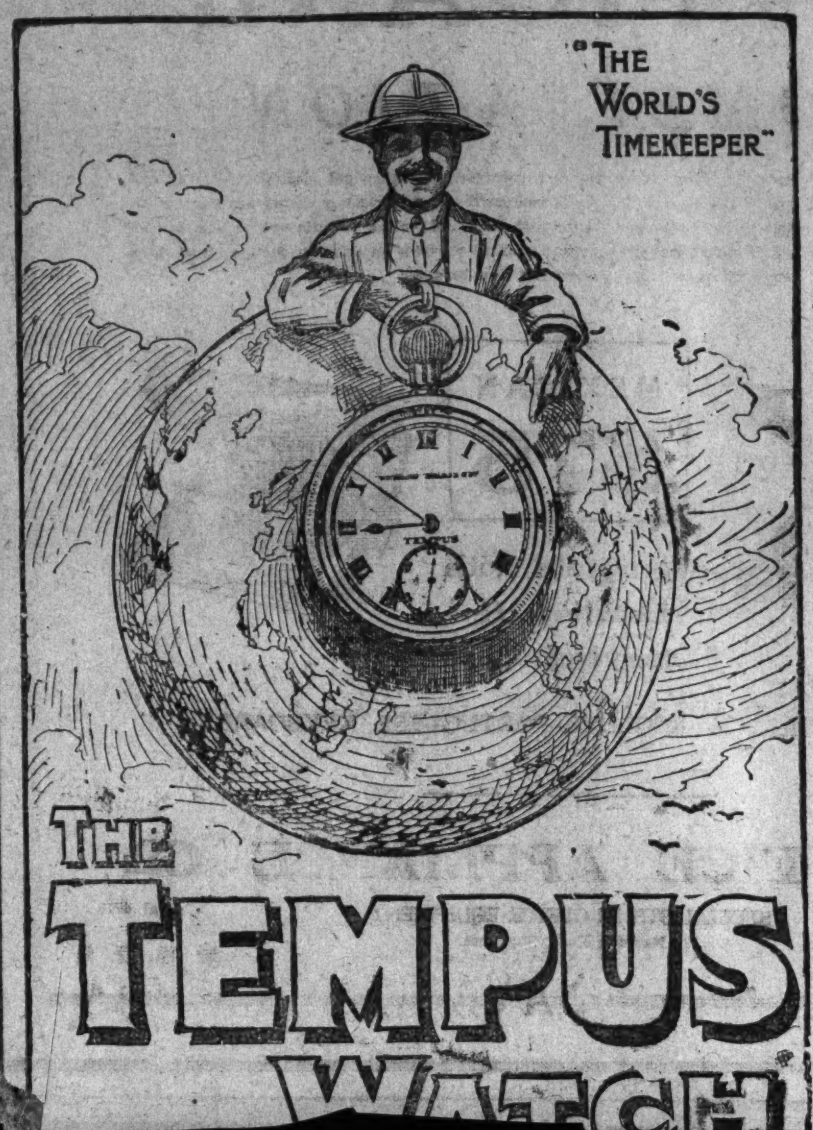

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ALL RECORDS BROKEN FOR U.S. FOREIGN TRADE

American Exports And Imports During Fiscal Year Of 1919 Over $10,000,000,000

Washington, August 4.—The total value of the foreign commerce of the United States during the fiscal year of 1919, which ended on July 12, was more than $10,000,000,000, the greatest in any previous fiscal year. Figures became available tonight after the usual monthly statement completed by the Bureau of Foreign and Domestic Commerce of the Department of Commerce for the month of June.

During the month of June exports aggregated $918,252,143, while imports in that month were $293,069,779. In June of last year exports totaled $483,799,350, and imports at $26,350,071.

For the whole fiscal year exports valued $7,225,084,257, while in the same period imports totaled $3,095,876,582. In 1917, the best previous year in foreign commerce, the imports and exports were valued at $8,949,403,579.

Here is the showing of American exports during the fiscal year 1919, as compared with 1918:

Crude materials for use in manufacturing, 1919, $1,215,960,910; 1918, $879,324,082.

Foodstuffs in crude condition and food animals, 1919, $719,715,994; 1918; $374,978,216.

Foodstuffs partly or wholly manufactured, 1919, $1,785,179,560; 1918, $1,135,702,460.

Manufactures for further use in manufacturing, 1919, $952,775,871; 1918, $1,201,438,423.

Manufactures ready for consumption, 1919, $2,384,801,297; 1918, $2,185,420,221.

Miscellaneous, 1919, $15,577,897; 1918, $25,787,655.

Total domestic exports, 1919, $7,074,011,519; 1918, $5,838,652,057.

Foreign merchandise exported, 1919, $151,072,782; 1918, $81,059,314.

Total exports, 1919, $7,225,084,257; 1918, $5,919,711,371.

The comparative showing as to imports for the fiscal years 1919 and 1918 follows:

Crude materials for use in manufacturing, 1919, $1,250,715,065; 1918, $1,230,252,420.

Foodstuffs in crude condition and food animals, 1919, $376,228,130; 1918, $272,681,751.

Foodstuffs partly or wholly manufactured, 1919, $456,241,348; 1918, $360,277,084.

Manufactures for further use in manufacturing, 1919, $605,826,278; 1918, $272,681,751.

Manufactures ready for consumption, 1919, $298,194,577; 1918, $402,630,415.

Miscellaneous, 1919, $13,671,185; 1918, $19,081,541.

Total imports 1919, $3,095,876,582; 1918, $2,045,655,403.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Messrs. Parator, Muttershead, Davidson, Kite.

Per C.M. s.s. Hsinchi from Foochow: Mrs. and Master Ford, Mrs. and Miss Billing, Mrs. and Miss Smith, Mrs. and Miss Brewer, Master Benard, Master Gossand and Gimit.

Per C.N. s.s. Fengtien from Tientsin and ports: Mrs. De Wolff, Mrs. Litrle and 2 children, Miss Martya, Mrs. Mason and child, Miss Curran, Mr. and Mrs. Curran and son, Miss Frederick, Miss Neilson, Mr. and Mrs. Pearce, Mrs. Ryton, Mrs. Hewit and 2 children, Miss Raon, Mrs. Maysey, Miss Roberts, Master Collet, Messrs. Regge and 2 children, Machetta, Lowe, Ryton, Lesueur, Moysey, Johnson.

Per C.N. s.s. Tatung from River ports: Mr. D. M. Whamond, Mrs. Wilson, Miss R. Callis.

Per I.-C. s.s. Luenho from Hankow: Mr. F. W. Tower; from Kiukiang: Mr. and Mrs. Stegen, Mr. and Mrs. Cooper, Miss Cooper, Lieut. H. S. Jerome, Miss Todd, Mr. and Mrs. J. D. Davis, Mr. Ashley.

Per C.N. s.s. Tean from Hongkong: Mr. and Mrs. H. Whitelaw, Miss C. Brown, Mr. and Mrs. Liebgold and child, Lieut. R. A. Barker, Messrs. J. A. Riddeck, C. Pohill, A. H. Gerbing, J. Burtovitch.

Per P.M. s.s. Venezuela from Hongkong: Miss Suano, Mr. and Mrs. Hoki, Mrs. O. L. Chow, Mr. and Mrs. Nam Hee, Master and Miss Nam Hee, Messrs. J. M. Baumbell, E. F. Bump, M. T. Carreira, T. L. Camp, C. A. D'Almada, C. P. D'Almada, C. D. D'Almada, C. Deskitnsky, S. Esekiel, H. Ezra, B. G. Goldie, P. S. Heath, E. C. Heath, S. M. Hunt, H. L. Hunt, H. I. Liebman, D. Lehman, J. Lehman, W. Linton, I. L. Linton, M. A. Malcich, C. W. Martyr, M. J. Natham, A. Pederson, B. E. Pike, R. R. Roxburgh, D. Saite, A. Soares, E. Soares, R. Soares, A. Simmons, G. E. Shocks, E. Shibbeth, E. W. Tollan, Von C. H. Torchiana, von C. C. Trrchiana, R. P. Wofford, P. Webb, K. Yoshida, Euki Dai, M. C. Tsai, S. R. Owen, J. T. Chun, C. F. Wong, Chang Yung-pu, T. C. Doo, through passengers for Yokohama and San Francisco: Mrs. M. Danches, Mr. and Mrs. Lee Jaw, and infant, Messrs. R. Abriot, M. E. Asger, H. D. Browne, M. E. Browne, E. J. Beattie, F. A. Braaktad, E. J. Bral, H. Bound, J. Dais, F. C. Daronpor, W. R. Giberson, K. V. Garvey, H. Grandman, C. O. Magans, H. L. Kriedt, M. Myers, C. McVean, J. McVean, G. C. O. MacDougall, J. E. Moorman, L. E. Moorman, G. Pate, C. Schoppe, L. O. Strong, M. Schooning, M. E. Shaw, C. J. Weed, M. L. Wilson, R. Wilson, F. W. Wilson, R. W. Weymouth, E. Weymouth, R. Weymouth, Jr., C. Weymouth, Lee Shee, Fong Law, Fung Sin-hing, F. Chan, Ramon Tiposa Fung, Sun Yue-kai, C. Chan, Yuen Yu, Gene Hong.

Passengers Departed

Per I.-C. s.s. Loongwo for Hankow: Mrs. R. Wusehoff, Mrs. Sevenson, Miss Dunstan, Messrs. R. A. E. Seugar, McEwan, E. G. B. Lover, E. W. Slagg, J. H. Wichers, A. H. Leslie, T. Pearson, H. Michaletos, R. Grimshaw, W. J. B. Waite, K. W. Triber, Thorburn, A. J. H. Carey, R. J. Tipper, J. M. Pearson, E. G. Barnes, W. C. G. Clifford, H. F. Kwan.

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Per N.Y.K. s.s. Yamashiro Maru for Japan: Mr. and Mrs. D. Main, Mr. and Mrs. Ebiko, Mrs. Hayashi, Mr. and Mrs. H. C. Pope, Miss Driekma, Miss Belcher, Messrs. Atsumi, Ito, Tsunoda, Kobayashi, Ishikawa, Smith, Mrs. Austen.

Per P.M. s.s. Venezuela for Yokohama: Miss L. F. Goodfellow, Mrs. H. M. Carton, Messrs. R. L. Morzaard, G. I. Del Oro, J. R. Brett, A. W. Gordon, L. W. A. Serateuir Dr. and Mrs. A. M. Massie and 3 children; for San Francisco: Mr. and Mrs. J. R. Wilkinson, Miss Lily Zecha, Mrs. L. Charmack, Mrs. C. M. Hall, Misses E. F. Gaylord, Ting Hsung, Tze Hsung, Mrs. S. F. Jones and daughter, Mme. P. Sellier and infant, Messrs. E. K. Howe, Ed. Zocha, L. Zocha, W. A. H. Thomas, F. D. Raddon, C. F. Ross, B. J. Smith.

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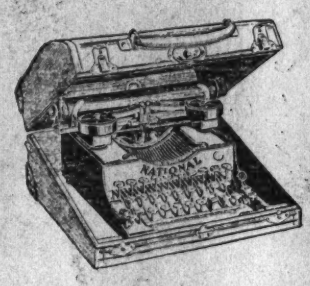

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READ WHAT THE HONGKONG PRESS SAYS ABOUT "INTOLERANCE"

A WO[illegible]

dancing girls, his powerful rival, the Persian Cyrus, thunders at his gate, and his hordes pour into the city, through the treachery of the priests. The last scenes in this story close with the sacking of the Palace by the Medes and Persians and the death of Belshazzar and his Princess in each other's arms.

The spectacular scenes in this story are a feast for the eyes. Four years of active research, on the part of the producer and his co-workers, and frequent consultations with every established authority on the period, has given to the scenes a correctness of detail which makes the whole structure as near a replica of ancient Babylon as is possible within the scope of human efforts. Money, indeed, was not spared in the production of the story. The gorgeous banqueting Hall of Belshazzar, a mile long, is a marvel in architecture and appointments. It is the scene of the last orgies of Belshazzar and of the bloodshed which follows, as Cyrus, clad in golden armour, and his warriors, ride in chariots up its vast length to complete their triumph over the Babylonians.

The siege of Babylon is an impressive sight. Huge towers, crammed with soldiers, and ponderous battering-rams are brought up by the besiegers to beat down the walls. The destruction and collapse of the structures provide some of the most thrilling moments.

Judea in the time of the Savior is the scene of the second story. The theme of "intolerance" was here illustrated in the hostility of the hypocritical Pharisees to the teachings of the Great Preacher of the law of love. The marriage feast at Cana and the performance of the miracle of the wine are some of the most impressive incidents in the life story of the Nazarene.

In the third story we are shown the modern Pharisees, people who make of philanthropy a hobby and revel in the advertisement it brings. A pathetic love story is woven into this drama which is founded on actual facts.

The spirit of intolerance is again seen in the last story, which depicts the religious strifes which characterised the reign of Charles IX of France. An old-fashioned picture is sure to draw crowded houses. "Intolerance" tells of love's struggle throughout the ages, the theme being worked out in four stories alternating the one with the other. First there is the modern story, then Jerusalem 27 A.D., France in the vicious times of Catherine of Medici 1572 A.D., again to the modern story, then to Babylon 539 B.C. and finishing up with the modern story. It shows that generations may come and go but the some old perplexities, the same old joys and sorrows—love and passion—remain for ever. The staging is wonderful. The Babylonian setting is in itself worth seeing. For richness the scenes in their extravagance of luxury are to be marvelled at.—*Hongkong Morning Post.*

A STUPENDOUS PRODUCTION

The management of the Coronet Theater scored a great success last night, when the two-million-dollar film—the most exposive film screened in Hongkong—"Intolerance" was exhibited. The theater was crowded with a large and appreciative audience, and special music was rendered by the augmented orchestra.

"Intolerance" deals with the old, old story—Love's struggles throughout all ages, and this one theme is told in four separate stories.

The caste comprises a galaxy of the best-known "stars" in the cinema world, while the total number of persons acting in it is said to be 125,000. Horses to the number of 7,500, and 1,500 chariots have been employed in its production. A banqueting hall, a mile in length, is one of the features of the film.

Divided into four periods, commencing with the modern and then gradually merging into the mediaeval French, the Biblical Judaen, and the ancient Babylonian periods, it portrays, during all ages, "man's inhumanity to man." The climax is reached in the last act, when the scenes revert to the present-day. The plot running right through is based on the Mosaic law of "An eye for an eye, a tooth for a tooth."

The acting is superb, and makes one realise the perversity of human nature, the moods and fancies of rich and poor alike, the tragedy, comedy and pathos of human existence.—*Hongkong Daily Press.*

The Two Great Masterpieces "INTOLERANCE"

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SMILE—AND HURRAH AND GRIP YOUR SEAT AS YOU'VE NEVER DONE BEFORE, WHEN YOU SEE

"Hearts of the World"

THE ENTERTAINMENT THAT SET THE WHOLE WORLD TALKING

If you have not lost your capacity for human sympathy you will appreciate and enjoy "Hearts of the World." It will deepen those sympathies and leave an impression on your mind which Time cannot efface.

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READ WHAT THE HONGKONG PRESS SAYS ABOUT "HEARTS OF THE WORLD"

A GREAT FILM

It was apparent to the large and representative audience that filled every seat at the Coronet last evening, to see "Hearts of World," that a revolution had taken place in the presentation of moving pictures in Hongkong. The beautiful soft light with which the picture was shown, the fact that reel after reel was screened without the audience being aware when one part was dissolved into the next, the carefully chosen musical accompaniment by an augmented but well balanced orchestra, with the startling innovation of a series of appropriate bugle calls, all combined to enhance the enjoyment of a very wonderful picture. A debt of gratitude is due to the management for altogether banishing advertisements from their screen: one shudders to imagine the effect that the badly-scrawled Chinese characters which occasionally appear on the cinema screens of the Colony would have had on the presentation of this triumph of the picture world.

The story of "Hearts of the World" is quite a simple one. The scene is laid in a little village in Northern France. The girl and the boy fall in love with each other; they are about to be married when the Great War comes and the boy is called to the colors. The girl, of course, remains behind. Disaster overtakes the French, and their retreat leaves the village in the hands of the Huns. Scene after scene follows of life in the village under the changed conditions—the bestiality of the Bosche being set forth with a vividness that leaves no doubt that the information necessary for the making of it was obtained at first hand. And then the French recover the village and happiness reigns again.

This is, of course, only the bare skeleton upon which is built up a most absorbing drama, constructed with the skill that these who saw "Intolerance" have now learnt to expect from the Dickens of the screen.—*Hongkong Telegraph.*

CHILD OF SIX PROVES SENSATION IN NEW GRIFFITH FILM

Takes The World By Storm

A little child six years of age has suddenly burst forth on the theatrical horizon and proved a genuine sensation. So realistic is his acting that everyone has been amazed at his almost unbelievable genius in portrayal. The little fellow's name is Ben Alexander, and the guiding hand that has brought him so prominently in the public eye is that of D. W. Griffith, that genius of the motion picture world, whose latest masterpiece is "Hearts of the World" now at the City Hall under the management of the Coronet Theater.

With the sensational acting of this little boy has also come one of the biggest surprises in the history of the film world. When David Wark Griffith left his home in Pasadena, California, just nineteen months ago, with the simple explanation that he was bound for "over there," his admirers believed that he was departing to make another "Birth of a Nation" or "Intolerance." When reports began to come back to America, stating that Griffith was in the firing-line in France and was receiving the aid of the British and French Governments in securing realistic scenes, these same admirers were positive in their assumption that another spectacular fighting picture was in the process of making.

They were mistaken. Somewhere in France, with death on every side and ruthless German destruction in the air, David Wark Griffith produced "The sweetest love-story ever told." It is called "Hearts of the World," and will be shown with such noted players as Lillian and Dorothy Gish, Robert Harron, Mrs. Gish, the mother of the two girls; Josephine Crowell, Kate Brice, Robert Anderson, George Fawcett, George A. Siegmann—and, "the littlest brother," Master Ben Alexander—appearing in the very scenes secured amid such horror and suffering. Any who fail to see this wonderful production will miss the greatest picture ever screened in Hongkong. Booking is at Moutrie's.

A NEW ERA IN SCREEN DRAMA.

"Hearts of the World," the supreme triumph of D. W. Griffith presented at the City Hall for a short period under the management of the Coronet Theater, inaugurates a new era in the realm of screen drama. Here, with the great war as a background, Griffith has filmed a simple love story, old as the ages and yet ever new. "Hearts of the world" has proved the latest sensation in the screen world. Mr. Griffith realised that the public which became enthusiastic over "Intolerance" would expect something big from him in this latest picture, and therefore instead of trying to outdo himself in staging gigantic battle scenes, he used the Great War only as a background for the filming of a simple and attractive story of tremendous human interest.

"Hearts of the World" shows the happy, peaceful life of the people of a small village before the grim horror of war reared its ugly head over the horizon. The causes that led up to the war are shown, and in all 120,000 feet of film was exposed, but only 12,000 feet are shown on the screen. As Mr. Griffith and his camera man spent days and days cutting this precious film—every inch of which was almost as a drop of blood cut out of his heart—the great producer had the saddest period of his life. Every turn of the crank represented the realisation of his desire, the greatest picture ever made, and to have to cut it down to an evening's entertainment—was like cutting off the ears of his favorite child. The question may well be asked "Is there a theatrical producer alive who ever spent 18 months on one production?" Hardly. Yet this is the amount of time and concentrated thought David W. Griffith devoted to the production of "Hearts of the World," which immediately was acclaimed his supreme triumph of direction. His background was the war front in France. His characters were humans in the midst of an awful tragedy, yet he intermingled in all the melee of gas attacks—flame waves—bombardments, and aeroplane fights a wonderful love story that no heart can resist. Nobody knows how much it cost for Griffith to film the picture and nobody seems to care. Mr. Griffith himself doesn't know. All he feels about it is that the greatest ambition of his life is realised, which is more to him than money.

A WONDERFUL PICTURE

With the exception of official fragments of moving pictures, it is safe to assume that no other film has ever been photographed on the actual battlefields in France—close up to the front line and in the zone of the guns—where scenes of the bursting of real shells and all the horrors of trench warfare were taken by Mr. Griffith and his camera men. The front line was always jealously guarded from the eyes of any but official photographers; and it speaks volumes for the genius of Mr. Griffith when officialdom, recognising the propaganda value of a great war masterpiece, relented; and so, with the earnest assurances and good wishes of Mr. Lloyd George, he was granted permission by the British Government, together with the aid of the military forces in France, to lay the foundation of the world's most beautiful war picture—"Hearts of the World."

The great charm of this lovely picture is its realistic simplicity, devoid of the impossible climaxes usually introduced into the ordinary war film and which make it so unlike the actual thing. It is a story which inspires enthusiasm and patriotism for one's country and an unforgettable detestation of the abominable and brutal practices which a ruthless enemy inflicted on innocent people. The picture unfolds one of the sweetest love stories ever seen; it grips one in its sadness, with an emotion of which one is unashamed; and it brings before the eyes great guns discharging their death-dealing projectiles. It shows the dreadful effects of modern explosives, when they burst in the hearts of stricken villages, scattering death and destruction.

All this and more has Mr. Griffith and his camera men made possible for the world to see—ocular history of the devil of war. Behind the front line in Flanders, through devastated villages in France, Mr. Griffith and his staff followed the British army, risking their lives in order to get close to the firing to obtain real and effective material. Surely, never before have actors played their parts before the camera within reach of bursting shells.

It was thus that the beautiful Gish sisters, Lillian and Dorothy; and their mother, participated in most of the scenes in the theater of war; with Robert Harron, George Fawcett and other players, risking their lives that this masterpiece of the camera might be shown to people at the four corners of the earth, and that they might see that they, in more fortunate countries, had been spared.

There is as much difference between the ordinary war picture and Griffith's "Hearts of the World" as there is between an oleograph and a Tintoretti.

A Dutch Wedding Ends International Romance

Rotterdam, Holland, July 25.—President Wilson and General Pershing, the American army and the great war were all actors and elements entering into a delightful real life romance which culminated today in a pretty little Dutch-American wedding in the village parsonage at Geertruidenberg, not far from Rotterdam.

You may sit in a moving picture theater with your eyes glued to the silver screen in front, but seldom will you see such a romance born of fiction. The young Dutch boy, who leaves his pretty little sweetheart, daughter of the village parson, to go to that great America to seek his fortune. You see the parting 'midst blooming apple trees of a sunny Holland spring, the green fields dotted here and there with sleek cattle, the dykes, canals, wooden shoes, some tears and a faithful promise. You see him wave his farewell, turn and walk swiftly away until the bloom laden fruit trees lining the dyke obscure him from view. . . . He joins Uncle Sam's army and sails away to Europe. . . . The war is over and it appears that he will be sent back to America without a chance to see her. Shift the scene again and you see her in the little parsonage penning this letter in her quaint Holland school English to President Wilson:

"President Wilson, Washington:

"Dear Sir: Confiding in your well known humanity, I come to you a moment for asking your attention for an affair which is interesting me very much, hoping you can find among your many affair a moment for reading my request. Therefore I'll be short.

"I am engaged to be married to Captain M. F. Wielage, of the American Expeditionary Forces. He is just as I, Dutch by birth. Six years ago he started for America on his own risk to work himself a way through the world. He has succeeded. After that he has made himself naturalised and started for France with the army as a military dentist. For six years we didn't see one another and now, now that nothing preventing our marriage any longer but a couple of frontiers, our dream menaces not to become reality, for he can be sent back in a few days to America without having been here in Holland. A leave of absence for a neutral country he cannot get. We can't travel to Le Havre first, the voyage is too expensive (my father is a village clergyman); in the second place, we can't get a passport, for they consider a wedding a pleasure. Therefore I'll apply to you. You are overwhelmed with work, but if you can spare the time for it make happy then two persons. We will be so very thankful for it. Two weeks' leave of absence will do to consummate our marriage. The address of my fiance is Captain M. F. Wielage, Motor Reception Park, Base Section 4, A. P. O. 760, Le Havre, France.

"Excuse my many faults and bad English, but I only learned it at school and never had occasion to speak it. Waiting for you in this affair, I remain, with kind regard,

"Yours sincerely,

"A. BARTSTRA,

"Pastorie, Geertruidenberg, Nederland."

The letter sped away to the White House in Washington. It was one of thousands which arrive at the nation's executive offices, but it had the merit of sincerity, and, accompanied by a brief note on White House stationery, it was redirected back across the broad Atlantic straight to General Pershing.

In the mean time the little Dutch boy who left Holland six years ago to make his fortune in America was carrying forward his army duties at Le Havre. His commanding officer walked into the dental station one day recently with a number of official looking papers. "What do you know about these?" he asked the little Dutch boy.

"What do I know about it?" he exclaimed. "I'll tell you about it!" and then a story sped into the ear of a gruff old American army colonel that brought a softer light into that gruff old sinner's eyes.

"Write your indorsement on her letter," the colonel ordered, after his convincing talk, which took him into the land of romance—the Holland spring, flowers, parsonage, parting, struggle in a foreign land against odds, the war and just plain romance right down to "part three" of a four reel love movie entitled "Hands Across the Sea."

The indorsement was written and it proved every word the little girl, waiting over there in that parsonage in the same small Dutch village of six years before, had said.

She met him in Rotterdam the other day as he stepped from the train, and it was arms from across the sea on this occasion.

They were married in that little parsonage at Geertruidenberg amid the same spring flowers, green fields, dykes, canals and wooden shoes.

And some day they'll be at home possibly at 1327 East Eighty-first Street, Cleveland, Ohio, the scene of his struggle "at his own risk" through Western Reserve University to fortune, thoroughly approved by "The National Board of Censorship" and the international board of romance.

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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China.

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American Railway Workers Demand Ownership Of Lines By Federal Government

Unions Make Veiled Threats To Tie Up All Traffic Unless Demand Is Met; Also Ask Big Wage Increase

Washington, August 2.—Representatives of four railroad brotherhoods, headed by Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, served notice on Congress this afternoon that the 2,000,000 organised railroad employes they represent were "in no mood to brook the return of the lines to their former control," and that in their opinion widespread economic disaster could not be avoided unless the Government purchased the railway systems and made provision, through legislation, for their operation on a basis in which the employes would share in the earnings.

Coincident with this announcement, authorised by Stone and other labor leaders and to which they asserted the American Federation of Labor had given its approval, the brotherhood chiefs placed before Congress, through Representatives Sims, Democrat and former Chairman of the House Committee on Interstate and Foreign Commerce, a bill incorporating the features of the so-called Plumb plan, which the railroad employes assert would meet their demands and go to solve the problem of the high cost of living.

The developments today, following the demands which have been made by railway employes, including those of the brotherhoods for additional wage increases which would add another $1,000,000,000 to the already overburdened Railroad Administration, and the threats of nation-wide strikes if such increases were withheld, recalled to many the scenes in Washington when the railroad brotherhoods, headed by William B. Garretson, then President of the Order of Railway Conductors forced through Congress on Sept 2, 1916, the Adamson "eight-hour day" legislation by threats of paralysing the nation by a general strike if their demands were not granted.

The brotherhood leaders have staged their present advance upon Congress at a time when all branches of the Government are striving to avert further economic and labor disturbance because of the high cost of living, a problem which would be infinitely more difficult of solution if anything approaching a general railroad tieup should be added to the other complications faced.

The new wage demands made by the railway employes already have served to make the situation critical and grave doubt has been expressed in some quarters that anything like the maximum demands made by the men could be granted and the railroads survive the shock without an increase in freight and passenger rates, which would perpetuate the very thing the Government is fighting to overcome—the high cost of living.

The tone of the announcement made by the brotherhood chiefs today was strikingly similar to the attitude which they assumed when the Adamson bill was before Congress. Charges were made that overcapitalisation for inflated profits was responsible for the present conditions faced by the railroads and the definite statement made that in the belief of the railroad employes "any basic change must begin with the railroads."

Insist On Federal Ownership

It is asserted also that representatives of the railroad brotherhoods who have consulted with President Wilson concerning the railroad problem and the crisis brought on by the high cost of living have presented a most determined front in requesting favorable action on the legislation they propose, and were insistent that the systems must not be as the President has recommended, returned to their former owners.

There was much speculation at the Capitol today as to just how far the officials of the railroad brotherhoods would go in an effort to force their demands upon the Government and whether any considerable number of the members of Congress would weaken under the attack. Congress had practically dropped any idea of Government purchase of the railroads and committees of the Senate and House are at work on legislation which would return the roads to their fomer owners on a basis which would make their operation possible as an economic proposition.

The demand by the brotherhoods for Government purchase of the lines and operation along co-operative principles, which comes on the heels of the demand for wage increases, which, if granted under present conditions, would demoralise the Railroad Administration, was made in the face of the knowledge that the President had recommended the return to private ownership.

There is every indication that the brotherhoods, who assert that they have the support of the American Federation of Labor for their program, will make a spirited fight for the defeat of the present program in Congress for the return of the railroads to their owners and stand firmly for the adoption of the co-operative plan which they propose. They are making much of their statement that there is no other effective method of solving the high cost of living problem or preventing the nation from being thrown into economic chaos.

Says Public Will Pay

Representative Blanton of Texas today discussed the demands of the railroad brotherhoods for $1,000,000,000 in wage increases, to which the threat of a national strike was attacked.

"Now is the time," he said, "for the tail to quit wagging the dog and for some action to be taken that will reduce the high cost of living for all the people. There must be a conclusive showdown, and Congress must quit truckling and quit being held up by threats.

"Congress is facing a peculiar problem. As a solution for the high cost of living we are asked to give the railroad brotherhoods an additional increase in salaries of $1,000,000,000.

"This would necessitate an additional proportionate increase in freight rates, thus further taxing all the people of the United States; thus adding this $1,000,000,000 to the heavy burdens which they already bear. This extra $1,000,000,000 will come out of the pockets of the people annually.

"Such procedure might solve the high cost of living problem for the railroad employes, but it would leave the people of the United States in 'one hell of a fix.'

"But the brotherhoods threaten that unless this action is taken they will cause a nation-wide strike Sept. 1, tying up every railroad in the United States. Therefore, Congress must, ipso facto, comply. Congress has no other alternative.

"By such threats the brotherhoods forced the passage of the Adamson law. By such threats during the war the Brotherhoods forced Director McAdoo to pay them an increase in salary of $754,811,000 annually, and by such threats, likewise during the war, these brotherhoods forced Director Hines to pay them an additional increase of salary of $67,500,000 annually.

"Unfortunately, this annual increase of $822,311,000 has come out of the pockets of the people and is one of many similar causes for the high cost of living.

"Before these increases passenger conductors received from $135 to $165, per month, eight hours per day, six days a week, with time and a half for all over eight hours. Now passenger conductors receive an average of $180 per month, eight hours per day, six days a week, with time and a half for over eight hours. The work of the passenger conductors is not arduous. They ride in comfortable trains, eat dining car meals at half prices, have porters to wait on them, and have auditors to take up the tickets. Yet another $1,000,000,000 increase annually is demanded, backed up by threats."

It is believed by some observers here that the railroad employes have mapped out a definite program and that they will take the stand that the passage of the so-called Plumb plan, with its Government purchase and co-operative features, will be the only way to prevent a widespread strike, if the huge wage increase demanded, if not forthcoming through a Federal commission on wages as recommended yesterday to Congress by Director General Hines and President Wilson—a commission to be made up of employes and representatives of the public and which would have the power to compel increase of rates to meet the wage demands.

The assertion has even been heard that the employes do not expect to receive the wage increase demanded and that the real fight is to bring about the adoption of the Plumb plan by Congress, the leaders being in a position to make the assertion that labor disturbances cannot otherwise be prevented under the emergency faced.

The Plumb Plan Bill

The organisers of the movement for the adoption of the Plumb plan have started a publicity movement of wide scope, setting forth the things for which the railroads' employes are fighting. Congressman Sims authorised today this review of the bill's provisions:

1. Purchase by the Government on valuation as determined finally by the courts.
2. Operation by directorate of fifteen, five to be chosen by the President to represent the public, five to be elected by the operating officials and five by the classified employes.
3. Equal division of surplus, after paying fixed charges and operating costs, between the public and the employes.
4. Automatic reduction of rates when the employes' share of surplus is more than 5 percent of gross operating revenue.
5. Regional operation as a unified system.
6. Building of extensions at expense of the communities benefited, in proportion to the benefit.

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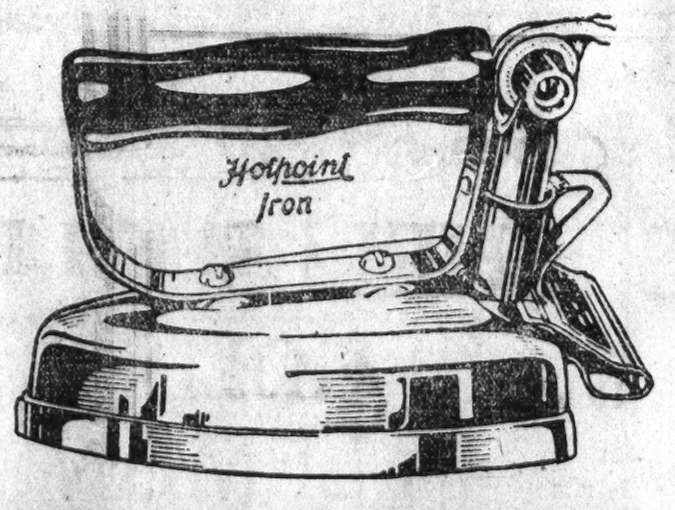

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KAISER DEMANDED PEACE WITH ALLIES IN OCTOBER

White Book Shows He Urged Immediate Steps Two Weeks Before The Armistice

THOUGHT LOSSES USELESS

Gen. Groener Said That Ludendorff Had Lost His Nerve Completely

Berlin, July 31.—A statement by the former German Emperor on October 27, 1918, that he had reached an unalterable determination to sue for a separate peace within twenty-four hours and to demand an immediate armistice, is one of the many interesting revelations of German war diplomacy contained in the "White Book," published at Weimar today.

The book, which contains official documents relating to the negotiations from August 13, 1918, to the signing of the armistice on November 11, is issued by the Government, it is announced in the preface, because the people want to know the truth.

The former Emperor's decision to seek peace immediately, according to documents in the "White Book," he considered necessary because he believed the people both unable and unwilling to continue the war. His conscience was said to forbid him to permit further bloodshed.

More than a month earlier, in September, according to the documents, General Ludendorff heard that Bulgaria had offered to sign a separate peace. In the official discussion of a direct appeal to the United States it was agreed that Washington should be designated as the center of peace negotiation as a matter of politeness. Austria was consulted by telephone regarding the proposed appeal.

Hindenburg Pressed For Peace

On October 1 Field Marshal von Hindenburg telegraphed to Vice Chancellor Friedrich von Paye stating that if Prince Max of Baden should form a Government he would agree to the appeal for peace being delayed until the next morning, but he insisted that the peace offer be sent immediately if there were any doubt about the formation of the Max Government.

On the same day General Groener reported that General Ludendorff had declared that delay would be fatal, that the formation of a new Government should not be awaited, that a break in the military line was possible at any minute, and that then any peace offer obtained would be unfavorable. General Groener said it was his impression that General Ludendorff had lost his nerve completely.

Prince Max immediately inquired if von Hindenburg was unable to hold the front. He received an answer that the army stood by its demand for an immediate peace offer.

Still Prince Max held that the question of peace was premature, but other members of the Cabinet sided with General Ludendorff and maintained that the military verdict must be adhered to, because, if the situation should be made worse by President Wilson's answer, the army would seek to dodge responsibility.

Prince Max inquired of military headquarters if they were aware that peace action under the pressure of military distress would mean the loss of German colonies, Alsace-Lorraine, and part of Poland. Von Hindenburg replied that he insisted upon an immediate offer of peace being made.

Angered by Wilson's Second Note

Conflicts of opinion continued between Berlin and the army command, according to the documents, up to October 26.

President Wilson's second note on the peace terms brought a stormy protest from the Supreme Army Command, which wanted to break off negotiations. General Ludendorff looked at the matter more hopefully.

After President Wilson's third note, on October 23, Generals Gallwitz and Muera asked for a last opportunity to show that Germany's position was not as bad as it was described, but their attempts in this way to prevent Austria from making a separate peace failed. News of the Turkish armistice followed and, since the Allies agreed to President Wilson's fourteen points, the German people regarded the war as ended.

The White Book points out that wherever an attempt to delay the armistice was suspected troops rose in protest, and all differences between Berlin and the Supreme Army Command were dropped.

Ludendorff Resents Charges

August 2.—General Ludendorff takes sharp exception to many statements contained in the White Book, particularly the charge that he and his staff were unreliable as a consequence of nervousness. The General declares that it is strange the members of the Foreign Office were so ignorant of the situation.

The second note sent by President Wilson left no doubt in his mind, he says, of the necessity for continuing the fighting. He adds that he and his Generals were unable to assert precisely whether it was possible to hold out.

General Ludendorff says further that Dr. Solf (Secretary of State for the Colonies at the time) drew false conclusions when he said that he (Ludendorff) could not hold out for three months, for he had prepared new positions that could have been held.

The General also says that Admiral von Hintze, (then Foreign Secretary), informed him that the reason for the German peace offer was the separation of Bulgaria from the Central Powers and that no mention was made of nervousness. He calls the description of incidents from August 13 to September 18, given by von Hintze, completely one-sided, and says that his book, which is to appear this month, will clear up the misunderstandings of the Central Powers and that no

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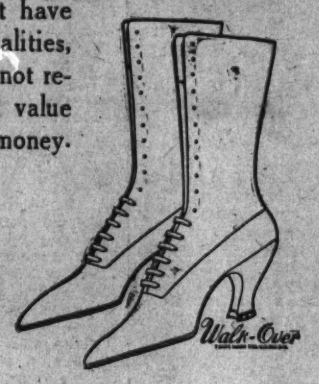

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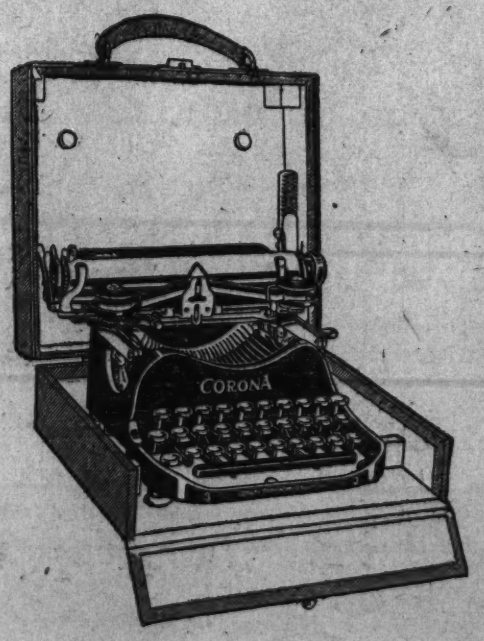

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Interesting London Gossip

By Our Own Correspondent

(*From Our Own Correspondent*)

London, July 29.—Mr. W. E. Johnson, known in America as "Pussyfoot" Johnson, has installed himself in offices in Fleet Street and is elaborating plans for a prohibitionist campaign in this country. Immediately after the Federal constitutional victory he came over here as chief representative of the American Anti-Saloon League in its world-wide operations. The ultimate aim of the League is to make all lands "dry." So far the "Pussyfoot" leader has been content with circulating copies of the organ of the League, "The American Issue," and there has been no attempt to get "copy" into the newspapers. I hear now that operations on crusade lines are to be opened at Harrowgate, and if successful these will be continued in some other part of the country. As the movement gradually gains momentum it will be developed into a raging, tearing, campaign with total prohibition as the cry.

The Anti-Saloon League has its headquarters at Westerville, a small town in Ohio, whence the weekly paper is issued. But the journal is only a small part of the enormous enterprises of the League. These include a most perfect system for collecting information about movements and public men in relation to prohibition. Whether the "Pussyfoot" methods will succeed here remains to be seen. Anyway, the British teetotalers are pleased, for the League has unlimited financial resources, which they lack.

British Products Exhibition

The British Scientific Products Exhibition at the Central Hall, Westminster, is attracting large numbers of people who are learning that the "Dismal Jimmies" who are fond of painting a gloomy picture of the future of this country are unsafe guides. I have visited the Exhibition on several occasions of late and have been surprised at the extent and variety of the collection of articles on view.

There are sections devoted to aircraft devices and wireless apparatus which are a revelation of scientific genius and another proof of German inferiority. The Germans were always great exploiters of other nations' ideas; indeed they have given by comparison little that has been of value to the progress of humanity through science. They did nothing for steam navigation; the telephone is not their invention, nor is wireless telegraphy; and many other important discoveries were not theirs. Among the visitors to the Central Hall are great numbers of Americans, who are frankly generous in their praise of the strides which British inventors have made in the wide domain of scientific invention in various directions under the stress of war.

The Cotton Settlement

Happily the cotton trade dispute did not last long, but the surprising thing is that it was allowed to develop into a deadlock that involved the shutting down of the mills for three weeks. The demands of the operative spinners for a 46½ hours week instead of one of 48 hours, and an advance of 30 percent on standard rates of wages, were met; but the workers rebelled against a clause in the provisional settlement making the terms binding for 18 months. They desired to retain the right to strike sooner if they thought well. In the end a compromise was reached, the agreement to be subject to revision in nine months time.

The Manchester Guardian, discussing the settlement, says that considering how prices have risen in the last two years it was a perfectly natural feeling on the part of the workpeople that the agreement as regards 18 months subjected them to a possibility of unnecessary hardship. This, I think, is a very lenient view of the matter. The action of the operatives practically brought the industrial activities of Lancashire to a standstill, and however anxious they may have professed themselves about the future for a period of 18 months, it is a simple fact that up till now their wages have more than kept pace with the increased cost of living. This is more than can be said of other branches of industry.

Lancashire is full up with orders which have poured in from all parts of the world in recent months. China was first in the field, and those who bought early in the year before prices rose have reason to congratulate themselves.

Extremists At Work

Nearly all the present labor trouble is due to the high cost of living. With every successive advance in food prices demands are made for more wages. But this week we have had a strike of employes of the North-Eastern Railway Company because one man failed to pass the sight test. The Trade Union officials ordered the men to remain at work pending an inquiry into their assertion that the test for eyesight is too severe; but they ignored their own accredited leaders and came out.

Of course on the face of it this is indefensible. A Strike Committee responsible only to themselves aspire to dictate without investigation what is right and proper in a matter of this kind. They say, in effect, that it is better to jeopardise the lives of the traveling public than that one of their class who cannot tell whether a signal is at "All Clear" or at "Danger" should be refused a job.

Neither responsible Trade Union officials nor the public at large will submit to this kind of dictation. I call attention to it as an interesting illustration of the demands put forward by extremists, who are taking advantage of the present unsettled condition of affairs in the Labor world to further their own ends.

Overseas Trade Commissioners

The Federation of British Industries are rapidly developing a comprehensive scheme for the furtherance of British trade. One notable direction is the appointment of Commissioners representing the Federation in different parts of the world. Each Commissioner is a man of the highest qualifications, with wide commercial experience, and special knowledge of the particular market area in which he is stationed. Several are already at work; others are about to be appointed. Included among the latter, I was informed, on calling at the Federation offices in St. James Street yesterday, is Mr. G. O. Blacker, Commissioner to the East Indies, with headquarters at Singapore. His area will include Siam, the Malay States, Straits Settlements, Dutch East Indies, Cochin China, and the Philippines.

It will be part of the duty of these Commissioners to report on the economic outlook, the possibilities of finding a market for a particular line of goods, and the factors governing demand; they will also suggest the names of firms capable of handling a particular line, and will be in a position to give specific replies to specific questions regarding any trade.

All information and inquiries will be immediately reported to the London offices of the Federation and thereby brought to the notice of interested members without delay. I need scarcely point out that in this and other related ways the Federation is taking the wind out of the sails of the Overseas Department of the Board of Trade, which has so far failed to justify the high expectations of the business world.

Government And Publicity

Fleet Street is highly appreciative of the prompt way the Air Ministry issued the official story of the voyage of the giant airship R34. The work of both American and British newspapermen was rendered easy by the methods adopted. Within a couple of minutes of the return of the airship from Long Island to Pulham in Norfolk the London news agencies and the London offices of the American agencies received a "flash" of the fact. An hour later the same agencies were able to handle the first folios of General Maitland's historic log of the voyage, and they also were supplied with type written copies of the congratulatory messages.

The secret of how this was done is simple enough. The Air Ministry have engaged a staff of trained journalists for publicity work. Mr. C. P. Robertson, Chief Publicity agent to General Swinton, and well known in Fleet Street, met the R34 at Pulham, and instantly sent the news by wireless to the Air Ministry, where it was communicated by another experieneed journalist to the various agencies. Wireless was supplemented by telephone, and most of the official log was transmitted to London by this means.

I am glad to say that the war has taught officialdom the value of newspaper publicity. It is a pleasure now to go down to Whitehall in search of information. Formerly a journalist on that mission usually met with obstruction, cold shouldering, and snobbish aloofness.

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Today's Church Services

Holy Trinity Cathedral.—13th Sunday after Trinity. 8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Hymns 232, 286, 225. 6 p.m., Evensong and Sermon; Hymns 161, 215, 31.

St. Andrew's Church.—Broadway.—10:30 a.m., Mattins; Preacher: Rev. T. Gaunt, M.A.

Union Church.—11 a.m., Preacher: Rev. Cornelius Patton, D.D., American Board, Boston, Mass. 6 p.m., Preacher: Rev. G. H. Bondfield, D.D.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning at 11 a.m. by Rev. A. Gracie. Evening at 6 p.m. by Rev. F. G. Smith.

St. Joseph's Church.—Masses at 7, 8, 9.15 and 11 a.m. At 11 a.m. High mass; Sermon in French. At 5 p.m., Benediction of the Blessed Sacrament. Masses on weekdays 7, 8 a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service, 11 a.m. Subject: "Substance." Sunday School 10 a.m. Wednesday Evening Service 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. J. W. Nichols, M.A.

Uncertain But Hopeful; A View Of Japanese Politics

By Grover Clark

(*An Instructor in a Japanese School, writing in The Dial, New York*)

"Uncertain, but hopeful" would have expressed the feeling of the Japanese press and publicists toward the prospects of Mr. Hara and the party cabinet which he organised late last September. Now, after the close of the Diet—a "disgustingly quiet" session, according to one paper—he faces peculiar administrative problems, and the attitude still is "uncertain, but hopeful."

Count Terauchi's resignation was hailed with joy. He had been chosen two years previously as frankly one of the military group, and in the hope that he could dominate his own party. He failed in this, and also failed to win popular support. The climax came with the rice riots; those curious, half economic, half political disturbances of August and September. The time was ripe for a change. Many demanded a pure party government. The aged, liberal-minded Marquis Saionji forced the hands of the militarists by refusing the premiership for himself and recommending the head of the dominant political party in the Diet, Mr. K. Hara. There was no alternative. The militarists, represented by Count Terauchi, had failed to provide a satisfactory government, and out of their failure came the opportunity for what promised to be a real forward step in constitutional government in Japan.

Mr. Hara got together Japan's first party cabinet. He has been in the saddle for half a year now, and there is no immediate prospect of his being ousted.

I say "in the saddle" instead of "in control" advised y. The military group failed to prevent his selection as head of the Government, but its power still is great. At least it is only on the assumption of a divided authority in Tokio that one can get any clue to certain inconsistencies in Japan's policy and the acts of various Japanese officials.

The matter of free speech offers a good illustration. One of the most bitter indictments which the press laid against Count Terauchi related to the rigid police prohibitions and suppressions of various news items and of popular discussion. Mr. Hara promised to change this. He has done so to a large extent, in the matter of public meetings. But apparently the police control of news and of editorial comment is as rigid as ever—though now the restrictions come in the form of "advice" rather than of prohibition. One hesitates to criticise, however, when he remembers that the police have had decades of training in suppressing to months of experience in granting freedom. Yet it is curious that, as far as one somewhat on the outside can learn, the items suppressed relate chiefly to matters involving the military authorities.

The relations with China show a more serious result of the double government. Mr. Hara began by promising a new policy of friendliness, particularly in helping China to cure her civil ills. Loans from Japan had been used largely by the Northern militarists against the South; so there would be no more loans. China's "model army" was being used against the South instead of as a defense along the Russian border; therefore supplies and arms for this army would no longer be sent from Japan. China should be free to present her claims at the Peace Conference; accordingly Japan would make no effort to control her acts. These were the promises.

No more loans have been made. But in other ways it has seemed at times exasperatingly as though there had been no change in policy.

Tang Shao-yi, leader of the Southern delegation at the Chinese peace conference at Shanghai, protested the continued shipment of arms to the North. An inquiry revealed that in spite of the Cabinet's promise, and quite without its knowledge, arms had continued to go forward as before, with the sanction of the general staff. Here was a clear case of conflicting authority. Mr. Hara acted promptly and vigorously. The shipments of arms were stopped—presumably really stopped this time—and certain offending Japanese army officials in China were recalled. Mr. Hara seems to have won this open clash with the militarists.

Then there is the matter of the secret documents. The Chinese delegates at Paris called the attention of the Conference to the existence of various secret agreements which they alleged Japan had forced on China. Promptly Mr. Obata, the Japanese minister at Pekin, called at the Chinese foreign office, stated that Japan had a million men under arms and a large navy and merchant fleet, and then "advised" China that it was against diplomatic precedent for one party to a secret agreement to disclose that agreement without the other party's consent. This threat aroused a furor in both the foreign and the native press in China. Mr. Obata explained that he had acted at the request of the Japanese delegates at Paris, and without instructions from Tokio. Then a little later, receiving a delayed telegraphic report of an interview given out by Viscount Chinda at Paris, he flatly contradicted himself by saying he had acted under orders direct from his home government. Evidently something was wrong under the surface. But the incident strengthened neither Mr. Obata nor Japan in the eyes of China.

Subsequently, publication in full of all the agreements was promised. They have not appeared yet, except only semi-officially and with no statement from authoritative sources that these are all, nor even that the complete text of those published has appeared. One wonders about this, because there is no apparent reason for secrecy in what has been given to the press.

Mr. Hara's course has not been entirely smooth. Certain things he has accomplished however; certain constructive, forward-looking things. I have already spoken of his clash with the militarists about the shipment of arms to China. He had come into direct but less open conflict with them earlier, in connection with the selection of the chief delegate to the Peace Conference—and here also he had been successful.

In many ways Viscount Kato seemed the logical choice for this post on. He was Foreign Minister when Japan entered the war, he has served as ambassador with great success, and he is head of the leading opposition party in the Diet. The militarist papers were loud in their demand that he be Japan's chief representative. But he also is the man responsible for the notorious Twenty-One Demands on China, and he has otherwise proven himself a strong imperialist. One can quite understand why the military group sought his appointment, and also why Mr. Hara preferred Marquis Saionji. Ever since his boyhood, when he was a school fellow of Clemenceau in France, this Elder Statesman has been consistently liberal and progressive in all his political efforts.

Marquis Saionji was chosen, with Baron Makino, another liberal, as his chief second.

Another kind of success came to Mr. Hara with the passage of the electoral reform bill. This time there was no contest with the militarists, but only with a half-hearted opposition in the Diet. The chief features of the new bill are that it greatly increases the number of "single member" districts, and, more important, that it reduces materially the tax-paying qualification for franchise and so doubles the number of voters and gives a voice in the government to practically the entire middle class. The proportion of votes still is small, compared with Western states, but this bill is a definite step forward.

Recently a curious phenomenon has appeared in the Japanese press—a violent burst of anti-Americanism. One is much at a loss to understand this. There has been more or less talk ever since the opening of armistice negotiations with Germany, especially in the militarist papers, to the effect that Japan must keep up her army and navy and must watch America's "aggression" in the East with great care, now that America has shown herself in her true light as a militaristic imperialistic nation. If these papers didn't take it all so seriously, one would be rather amused at the violence of the tone, sometimes. Whether justified or not, one tends to find something more than coincidence in the fact that this anti-American campaign increased in vigor immediately after the prospect of a working league of nations became definite, and grew still more intense when it was proposed to abolish conscription throughout the world. The achievement of either of these im-

(Continued on Page 16)

Germany Or Democracy? Which Shall Remake The Peace And Control World?

By George D. Herron

I.

Without discussing whether American Senators hostile to the Peace of Paris be inspired by patriotism or party politics, no matter whether high or low their motives, their present action will prove of advantage only to the German and the Bolshevist.

I am myself among those who see no permanent peace coming out of Paris; I see no fellowship of democratic peoples, no true Society of Nations, provided by the covenant which the conference has adopted. But, though the peace be provisional only, though the League be far from the Society of Nations for which we hoped, nothing can be gained by the Allied peoples through delay in confirming the work, imperfect as it is, of the conference. On the contrary, by rejection or delay, everything for which we fought, both in the war and since the armistice, may be lost. Moreover, if the treaty and the covenant be accepted and ratified immediately—especially with a clear understanding, on the part of the democratic peoples, of the merely rudimentary or germinal character of these instruments—they can hence be changed and developed into a durable peace, and a Society of Nations may yet take the place of the League for Dominion which issues from Paris.

The present peace is all that can be expected from the conference, constituted as it is; and it is the best that can be expected from existing Governments. It is the Peace of Paris, for the moment, or no peace at all—perhaps for more than one generation. If we accept this peace, however provisionally, we may at least hope that sanity will come to a world which has been for a long time, even for many years before the war, without sanity or sense or true progress. To reject it, or to delay its confirmation, means the disintegration of a civilisation already shattered to its foundations and sick with every civil and social disease.

I know that international despair prevails; it would seem as if no faith were discoverable upon the earth. Yet, terrible as the human plight is, black and deep and wide as is the abyss upon which we seem to be brinked, there is withal a ground of hope beneath our feet that has never been there before; and, strangely and paradoxically enough, we may behold, if we have discerning eyes, braver immediate prospects than have hitherto been ours.

For it is certain that the world will never go back to where it was before the war; the old order can never be restored: nothing less than a free and truly socialised world will henceforth content mankind, and upon this certainty we may internationally proceed.

II.

The future, however, depends upon this; will the democratic peoples, having provisionally accepted the Peace of Paris, then awake quickly and act collectively—act with clear and purposeful heads, with clean and resolute souls? Will they see and resolve upon a course of reconstruction that cancels the peril of an international Bolshevist revolution and class dictatorship on the one side, and prevents a reversion to reaction ary and merely capitalist social control on the other? It is between these two perils, each menacing the world with unimaginable miseries and tyrannies, that democracy must now shape its course—the only course that leads to the world's nobler remaking.

And if now we clear-sightedly and courageously prepare and walk the democratic way, it may well be we shall be wondrously reinforced; it may be we shall indeed find that they who fight for us are more than they that be against us. We may find millions who sacrificially died are now valiantly with us in our struggle for the new world wherewith so many find that the war's physical and moral devastation, that the hate and the hatefulness which seem to have permeated and degraded the world since the signing of the armistice, that the seeming universal breakdown of truth and fidelity and all spiritual decency—that all these are but the harvest of a manifold ancient wickedness, now to be gathered and cast into the unquenchable fire. And it may be, finally, that just as the war, which so few foresaw or believed possible, was the precipitation of history's black passions and forces, so now a collective resolution and consecration of the democratic peoples may predicate a great and unprecedented precipitation of universal good-will and spiritual power.

III.

If the peoples who hold the democratic hope fail in this their hour of trial if they fail to charge themselves with the radical remaking of the Peace of Paris, then Germany will make the new peace, and, after a time of chaos, eventually reorganise Europe. Her pattern is already prepared, and the weaving thereof will soon be proceeding.

She will subsidise and intensively cultivate now, as she has hitherto subsidised and cultivated, every subversive or disintegrating movement throughout Europe, Asia and Africa—and in America also. The Bolshevism which she fostered in Russia, and which keeps for Germany her Eastern gates, will be secretly spread abroad by her agencies. China, Afghanistan and India are examples of Bolshevist propaganda—resourced by Germany—which may permeate and persuade the entire Mohammedan world. Her policy now, as before, will be to ruin the world in order to remake it according to the German pattern, to exploit and rule it according to the German mind.

This is in Germany's program whether the peace be signed or not. But if America refuse to confirm the peace, thus practically nullifying the total work of the Paris Conference, then the German program will have the free course it could not have if the peace, imperfect as it is, were provisionally established.

VI.

But the chief agency which Germany will use for yet procuring a peace according to her liking is the official Socialist Movement.

In each of the Allied countries, as well as in the Central Empires and in Russia, the majority of the Socialist parties continually sought during the war, a peace measurably favorable to Germany. These parties were at once the refuge of the pacifist element in all nations and the focal places of German intrigue. In Germany itself, the Kaiser and the Government had no more consistent and faithful supporters than the Social-Democratic Party; without the support of this party Germany could not have begun or continued the war. In France Socialist leaders like Jean Longuet and Marcel Cachin worked for a negotiated peace from the war's beginning; they also worked for the restoration of the old International—which was international only in name and altogether German in fact. In Italy, only in times of serious national crisis did the Socialist leaders render a nominal support to the prosecution of the war. In England the Independent Labor Party, officially in the ascendant and chiefly pacifist, plotted for a peace of compromise. The American Socialist Party was honestly and frankly pro-German.

V.

Thus the rare leaders who were possessed of real statesmanship—such as the truly great Hyndman of England and Vandervelde of Belgium were forced to stand forth against International Socialism in which they themselves had played so great a part. In America such men as Walling and Spargo, Bohn and Stokes, as well as the humble writer of these words, were compelled to withdraw from the Socialist Party.

The German dominance is understandable enough. It was from Germany that political socialism came. From Germany came the great dogmatists of materialism, Marx and Engels; and they came so Prussianly as to impose themselves upon all political and labor movements making for radical and revolutionary change.

Socialism was not born in Germany, it is true, but in France, fathered by Saint-Simon and Fourier, and with much of the inspiration and purpose of primitive Christianity. But the French movement was first discredited and then seized upon by the German dogmatists; and like every movement that has gone to Berlin, it underwent the Prussian debasement and took on the Prussian image. Hence International Socialism, so far as its official or recognised parties count, so far as its Marxian basis is concerned, has ever been Prussian in its mentality; and it has ever proceeded upon a program essentially an amplification of the Hohenzollern or Prussian state. Its claim to be socialist, its claim to be democratic, has been sheerest self-deception and a stupendous imposture upon international labor and radicalism.

Bismarck himself, even in his time, came to value and patronise the Social-Democratic Party of Germany as a means toward the accomplishment of his imperial capitalist ends. And since the beginning of the war, the German Government has been able to use Socialist parties in all the Allied nations except Belgium, for the propaganda of Germanism, this is denied, of course, by the official leaders; but it is no less true—no less true that the negotiated peace which Socialist leaders either openly or openly worked for has been a peace acceptable to Germany. And today all these parties are preparing for the rumbling of a peace according to the German desire.

VI.

The Peace of Paris will have to be remade—this I have already declared—but it is of supreme importance to the human future that it shall be made by democracy and not by existing International Socialism—the socialism which has proved itself faithless and incompetent in both war and peace, and whose Marxian program, notwithstanding its revolutionary jargon, is patterned precisely upon the capitalist politics and the Prussian state.

Yet it is just this peril which is coming upon the world apace—the peril of a German peace procured, in the course of two or three years, through International Socialist agencies.

No other than a German peace can come out of the Socialist parties of the present. The Socialists of today believe in Germany; in German economic and political doctrine; in the efficiency of the German state; in the general superiority of the German Socialist mind and leadership. Thus any peace made by International Socialists, as their parties are now constituted, will be the handiwork of German believers—of men such as Troelstra of Holland, of Longuet and Cachin of France, of Henderson and MacDonald of England. And peace made by these leaders will be, no matter what they say to the contrary, a German peace. It will professedly be a peace made upon the basis of international justice and good-will—and if it were such a peace in fact, then we could work for its coming and welcome its appearance. But it will be nothing of the kind: it will be a peace inspired and formed by the German mind—a peace formed unto the German conception of international justice and good-will; a peace made in Germany as well as for Germany. For just as the fetish and superstition of German authority and superiority is over International Socialism, so a conception of the inferiority and incapacity of all other nations is regnant in the minds of its German high priests. And this Germanised socialism, this Germanised internationalism, is Germany's first-chosen agency for still winning the war—if she has not already won it through the delinquent Peace of Paris.

No, the peace must not be remade by the International Socialism of today—socialism itself must be remade ere it can be trusted by the peoples. As certainly as the bankruptcy of sheer capitalism has been demonstrated by the war and the Paris Conference, so certainly has the intellectual incapacity and moral impotence of existing International Socialism been demonstrated; the political and spiritual incompetence of its materialist philosophy and tactics are manifoldly manifest. Not unto such forces as these can the democratic hope and the new social creation be committed.

VII.

Another important if not equally powerful agency for yet procuring a German peace is Germany's organised economic penetration. This was incredibly universal before the war; it continued during the war; it proceeds now.

What we of the Allied nations so fatally fail to realise is the fact that Germany is prepared to cope with even the most disastrous defeat, and with the most drastic peace based upon that defeat. She has long ago prepared for defeat—she is today preparing for defeat—as thoroughly as she was previously prepared for war. The machinery of her industry is unharmed, ready for operation the moment peace is signed. Her power for quick industrial recuperation is immeasurably greater than she has led us to believe or than we have foreseen. The gates of the East will be open to her, no matter what happens in Russia. Her commercial agents, who are always diplomatic agents also, are today active in Warsaw, in Moscow, in Teheran, in Kabul, in Peking; nor are they absent from France and Italy, from England and America. Along the crossways of Switzerland commercial intercourse between Germany and allied countries has been proceeding since the signing of the armistice. Great capitalist interests of the Allied countries, as well as of Spain and Holland and Switzerland, though listed in other than German names, are really German property. German efficiency in this field of economic penetration and exploitation coupled with intrigue in the domestic affairs of all nations, is beyond anything within the range of our Anglo-Saxon perspicacity or practice. It is a fact we have ignored, but a fact we shall have to face and to challenge. It is a fact that may, if evaded and unchallenged, occultly transmute the Allied victory into a German domination of Europe, Asia, and Africa. Germany counts upon this efficiency for the accomplishment of just this end.

VIII.

But we shall meet none of the ways or weapons of this new German menace by mere proclamation or suppression. The German commercial efficiency can be dealt with only by a more highly energised efficiency of our own. The peril that inheres in the German mind of International Socialism cannot be met by the attempted suppression of Socialist movements or leaders. It can only be met by openly and tolerantly debating, with both these and other leaders and movements the whole international future.

In fine, the new and greater German peril, pregnant with possible German world-dominion, can be met only by a renascent and anointed democracy, arisen and resolute through all the nations that have been with Germany at war, co-operating with the incipient German democracy so highly championed by such men as Muehlon, Foerster and Schlieben—even by such as Bernstein and Haase.

IX.

So often, in the course of the war, and with little effect I fear, I tried to explain that the war would only begin when the war ended. The Great War is but a prelude to a greater war; and this greater war—the war between Germanism and democracy—now spreads its vaster and more fateful fields.

It is identical with the war between reactionary capitalism and democracy. For the reactionary capitalism of the Allied nations, if it succeed not in the utter political destruction of Germany and the seizure of German industry and trade, will straightway ally itself with a counter-revolution in Germany, making the restored Prussian power its citadel. It is altogether to the interests of the international moneylenders, of the mobilised Ancient Appetites, to restore and preserve an autocratic Germany. Reactionary international capitalism will turn to this, in the end—in fact, is already revolving this program, already tentatively planning its fulfillment.

X

Nor is Germanism the only menace democracy will have to discern and withstand. The forces of disintegration, all roughly bearing the name Bolshevism, will malignly assail the movements making for democratic reconstruction. Not only in the rear but from every side, will Bolshevism seek to undermine the ground beneath the democratic advance. And all these disintegrating movements

(Continued on Page 16)

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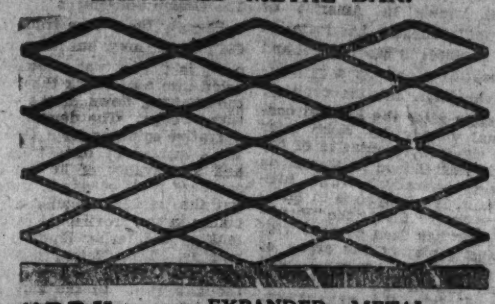

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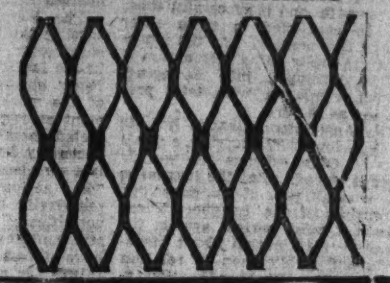

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Tiger Hunting In China

Mr. H. R. Caldwell Recounts Some Of His Thrilling Experience And Narrow Escapes

How it feels to be rushed by a tiger—the fit of "shakes" that comes to every man the first time—told one day the past week by Mr. H. R. Caldwell, missionary big-game hunter, who has been in Shanghai fitting out for a trip through remote Mongolia in companion with Mr. Roy C. Andrews of the American Museum of Natural History. Mr. Caldwell has no reluctance in telling what he has learned of the habits of "man-eaters," for he regards tigers and leopards, next to Chinese bandit-soldiers, the worst enemies of the Chinese people.

As an example he cites the statement of a magistrate living within a few miles of Kutien in the province of Fukien, who listed more than 200 persons killed in one year by the wild animals of that district.

"There are always several signs or marks that I look for," Mr. Caldwell began, "by which I learn something of the tiger that I am after. Usually a man or a group of men have come running in from a village to tell me some new tale of destruction. I get my gun and go with them. They point the direction in which the animal is supposed to have gone. Some one saw him, perhaps, disappear over a hilltop carrying the hog or whatever it may have been. We follow the trail and not very far beyond we usually find evidences enough, the head and various fragments, but the tiger is always gone. They are great travelers and he may be some distance. I find a rise and look around over the country. If it is a cold day he will be in thicker cover than if it is mild. It is partly instinct, but you can pretty nearly tell which patch of growth that animal will be hiding in.

"You have seen a house cat in your door-yard 'sharpening her claws' as the children say, on a tree. Well, the tiger for some reason—maybe it really is to keep his claws in condition—does almost the same thing, except he reaches up just as high as he can and he scratches deeply. You will find those marks on the trees to either side of the path and for some little way back. But tigers prefer following regular paths, they do not get very far away. Those marks show the length of my animal. A big one will reach way above where you can touch. Depending upon the season the scratches tell how fresh and recent the fellow has been there.

"Then, there is another mark, for which I have never found any explanation at all. Tigers have a great habit of scraping up little piles of earth and leaves with the side of one paw, every once in a while along the path. You will find one here showing the earth fresh and new and fifty yards further on another. When I find these signs fresh I send someone to borrow a goat and in the meantime I look for a place to stake him out as bait, not too far away from this lair but in the open. And then I take up my station a little way off from the goat.

"Don't stand too close to your live goat bait. That is one of the things I had to learn, of narrow escapes I have had two have been on account of being too close. And another caution before you take your place you had better look about you for paths. There is no telling which way the tiger will come. His commonest practise is to walk clear around and come down on that goat from the other side. There is nothing more horrible than to have your tiger walk out on a path behind you that you had not noticed. I will tell you of an experience I had like that.

"My cook and I—I have trained my Chinese boy so that both Andrews and Edmund Heller, who was with Roosevelt, say that he is the best native hunter they have ever met—well, this cook and I, having staked out our goat on a little open place, were waiting on a ridge up above. We were on one abandoned rice terrace and there was another still above us. I had seen a little bit of a trail and called Da Da's attention to it but he thought, and foolishly I agreed, that it was probably only a wild hog path. We were squatted down among the tall ferns watching the goat. Suddenly I recognised that the little birds behind me, my little sentinels I call them, were making a disturbance. It is a sort of a tom-tit that always makes a fuss whenever any of the cat tribe come around.

"I started to signal Da Da that the tiger was coming down that path just above but before I got faced around the tiger let out a roar so close that it was positively deafening. He had seen us and though we had not see him I knew where he had crouched by the commotion in the ferns on the next terrace. We had our guns up ready to catch him if we could as he came over, but the advantage was all with the tiger. The only thing was for me to get up on the same terrace with the tiger, and, motioning to Da Da what I was going to do, I throw off my cape and jumped. It was too high and I fell, flat in front of that tiger. Of course I thought I was a goner. I was up in a second but, instead of attacking, the tiger lost his nerve. It was too sudden for him. He was gone in the grass before I could shoot."

Every man, insists Mr. Caldwell, has a spell of nervous shaking the first time he meets a tiger and it is usually accompanied by perspiring.

"I was affected that way the first time and shook so that I was afraid I would not be able to shoot," he said, laughing. "The tiger in this case rushed down the opposite hillside and when he got to the bottom by a little burnt-off place stopped. It was my first hunt and I had a shot-gun loaded with slugs. I was afraid he was too far away. Well, that tiger stopped there looking at me and looking at the goat and every little bit he would reach out with one paw as if to take a step and then he would pull it back. Maybe it was half an hour that he kept that up, looking at me and I at him, and I shook the whole time. Then suddenly, quicker than it takes to tell it, he was across that open space in three jumps and on the slope below me. I leaned over and shot him before he got further."

To illustrate that "tiger buck fever" is a common ailment of the beginner and no reflection upon a man's courage Mr. Caldwell recounts the first hunt he had with Col. Holcomb of the U. S. Marines; then Capt. Holcomb was attached to Peking. Capt. Holcomb had, before that faced the rushing charge of Moros in the Philippines. Since he has led in the charge of the Marines at Chateau-Thierry, being one officer out of thirty in his section to survive. Holcomb witnessed the rush of the tiger down the opposite mountain slope but when it was over his lip was bleeding where he had bitten it and he was wet from perspiration.

Tigers in Fukien, according to Mr. Caldwell, feed upon all sorts of animal life from frogs up, including dogs, rabbits, deer and all sorts of domestic live stock. Chinese natives tell of seeing them hunt in the drying paddy fields, tapping frogs with one paw. Their live stock depredations are ruinous to the farmers for they commonly kill many more of hogs or sheep or cattle than they can possibly want for food. The anger of the natives with these enemies is seen when one is killed. Mr. Caldwell says that more than once he has difficulty in saving his tiger skin from mutilation from the men and women of the village, who with sticks and clubs sought to beat the carcass in revenge for the losses they had suffered. At the same time tiger meat is rated very high and sells at a fabulous price. Broth made from it is supposed to give children immunity from small-pox and measles and those who eat the meat may absorb some of the animal's courage and fighting strength.

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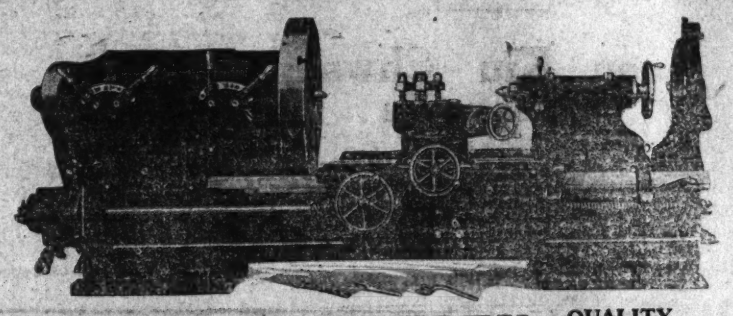

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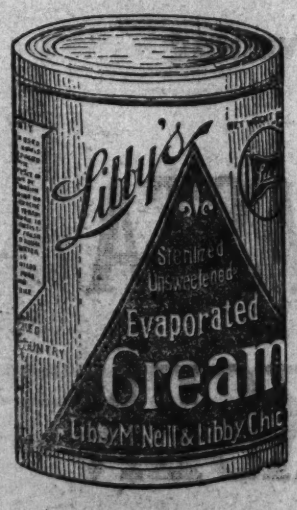

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FRENCH PARTIES' PLANS FOR ELECTION CAMPAIGN

Fall Election Will Determine National Course On Enforcing German Treaty

WHERE THE PARTIES STAND

'Radical Socialists,' Who Are Not Radical And Often Anti Socialist, Hope To Hold Lead

Paris, August 1.—The Radical Socialist Party group in the French Chamber of Deputies is now going through a series of party caucuses to devise means to get enough seats in the coming elections to maintain the group's present dominant strength in the new Chamber. French party politics now should be of interest in America and elsewhere outside of France, because the result of the Fall elections for a new Parliament will largely determine the future foreign policy of France, and particularly the attitude of the country toward Germany and the question of revising the German Peace Treaty.

In the midst of all uncertainties as to the future world, one sure thing is that in every great nation for a long time to come there is going to be the issue: Shall or shall not the German treaty be modified to make terms more easy for the conquered nation? The issue will not die will one modification. The pressure will be continuous for years to come on all the allied countries to relent on this or that point of the treaty.

In France the present numerically dominating political group in Parliament—the Radical Socialist—in so far as it has any program is against treaty revision. The next largest political group in France, the United Socialist, may reasonably be expected to make a fight in the coming elections on a program that will include giving easier terms to Germany, the withdrawing of French occupation troops from the Rhine, and declaring against the use of French troops for forcible intervention in Russia or anywhere else in Europe. In addition, of course, the Socialists will have the usual plank for nationalisation of industries and other sweeping social changes.

Neither Radical Nor Socialistic

As to the dominant party, the Radical Socialist, now in caucus to decide the best method to win votes, it should be understood that it is neither socialistic nor radical. If conservative politicians of the Republican and Democratic parties in America should be transplanted to French politics they would find the so-called Radical Socialist party in this country most congenial was once radical, hence the first part of its group title. Its chief reason for being at the outset of its party history was to fight the Clerical or Catholic party. Frequently to win seats in the Chamber in those days the Radicals would combine with the Socialists on the basis of their common hostility to the Church. As a result of the frequency and success of these alliances in such departments or districts as political expediency made them profitable there came to be employed the combination title "Radical Socialists," which by usage has acquired permanency as a party appellation, but it is meaningless and misleading outside of France.

Furthermore, this numerically dominant party has no well recognised principle or set of principles for which it fights. There is no longer anything left of the clerical party but a negligible remnant without power, leadership or following, so there is no big issue on which the so-called Radicals combine. Since the dying of clericalism the Radicals fight socialism and Socialists as often as anything else. During the last five years of the war this lack of party issues has not been felt, for there was only one big issue. Now the parties are forced to find new excuses for existence or revamp the old ones, because the real Socialists have the only political party in France with a thorough organisation and a recognised program. They are greatly outnumbered in the Chamber by the vague apparently purposeless group of Radical Socialists.

The Radicals are now holding caucuses and have not yet arrived at the stage of adopting a program or discovering principles but are merely trying to agree on what sort of election tactics will return enough of them to the Chamber to continue the present majority. The task is made more difficult for them by the recent enactment of the Electoral Reform law by which all Chamber candidates of departments will be voted on throughout the department instead of each candidate being voted for or against only in his own arrondissement. So it is matter at the moment of devising the best electioneering tactics to win rather than fixing upon a program of what they will attempt to do for France.

New Alliances

To what extent will they make alliances with the Right or Left? In case of co-operating with the Socialists will they deal with the members of the Extreme Left of the Longuet type or will they go only so far as the Albert Thomas group? These questions have been raised in the caucus and left unanswered so far. The tendency now seems to be to leave the question regarding the alliances with other groups to be settled in each department according to the political conditions in that department instead of laying down a general rule to control the campaign methods of the radical Socialists, making them uniform for the whole country.

One element of uncertainty is what Thomas is going to do. Will he try to get back to the larger groups of Socialists of the extreme left or form a new group of his own? Since he, with a following of forty-two members withdrew from the Longuet followers when the latter refused to support the Government in the war, Thomas has been practically repudiated by his former associates. Should he decide now to start a new group of his own he would have at least a better showing than the so-called "Independent Socialists," who have a preponderance of leaders with big names like Viviani but no following.

Clemenceau is encouraging the tactics of the Radical Socialists by which he hopes the next Chamber will be dominated by the moderate element in French politics. This in spite of the fact that his present chief enemy. Briand, probably the next Prime Minister, would have the full support of the Radical Socialists. An attempt made at a recent meeting of Radical Socialists to have them commit themselves in advance as being against Briand did not even reach the stage of being voted on.

Uncertain But Hopeful

(Continued from Page 14)

mediately would close the career of power of the militarists in Japan. Their only hope is to stir the people by creating the bogey of a potential foe. No nation but America is available for this purpose. And a certain plausibility is lent to their arguments by the fact that America did develop a great army in a remarkably short time, that she has tremendous economic resources, and that she is turning to the Orient for commercial expansion. Also, their cause has been helped on by the past and present statements of certain American senators. The end of this is not yet.

But to return to Mr. Hara. Now that the Diet is up, and he is free to turn his attention more exclusively to administrative problems, we shall have a new test of his ability. There are grave problems ahead of Japan as of other nations. Korea is presenting an alarming spectacle, especially from the Japanese point of view. Unemployment and a serious business depression are growing specters—resulting not from demobilisation but from the collapse of hundreds of flimsily, hastily established shipbuilding and manufacturing concerns. And the cost of living still is exorbitant.

There is no doubt of Mr. Hara's ideals or desires. The only question is of his power to control rather than be controlled by the military group. If he succeeds, and can remain at the helm for another year or two, party government will have been reasonably well established, especially if the power of the militarists is broken by the abolition of conscription under a league of nations. Mr. Hara already has won part at least of his direct conflicts with the clansmen. This is an auspicious augury.

Germany Or Democracy?

(Continued from Page 14)

will, for the time being, work in Alliance with Germany.

So thus beset by the forces making for the class autocracy of the Bolshevist—and each of these forces the deadly enemy of the truly socialised and democratic man—each the deadly enemy of freedom and the human soul, so thus encirclingly beset, must an emboldened and purified democracy go forth to conquer and create the new world for which all the baffled generations of men have waited, and for which the tribes and the nations now stretch forth worn and appealing hands.

But who, or what, is sufficient for these things? God knows, not I. But that both sufficiency and efficiency are embryonic in our democracy, and that they are appointed to birth and to love's lordship of society—this I believe. I am beset, even in this darkest hour, with a great hope, not passive but active and vigilant, and sometimes ascending into ineffable faith, that out of this evil time will arise a world-citizenry, gifted with a wise and universal good-will, and altogether able for the creation of a noble and beautiful world-order.

I have glimpsed, I think, from my watch upon Europe's quaking walls an impending freedom and fraternity that would, if laid hold of, overpay the world for the war's worst woes. An earth wherein the nations choose righteousness for their portion wherein they choose each other's good, and each of them replete with the peace and the progress which righteousness begets, this earth is at least—is at last—humanly possible.

Beyond this evil time, and in plain view if our sight be cleansed for the vision, outspreads the Canaan of our ageless quest—that providential society, that immortal community of nations, that candor and equality of opportunity, that democracy and fraternity in the exercise of power, that beatification of all labor and all being, that common reverence for each soul and all service which the heart of the world desires and which the justice of love provides.

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GERMANY'S RESOURCES ARE IN GRIP OF ALLIES

Baruch Tells Senate Committee How Control Is Held By Reparation Commission

ALL IMPORTS ARE CURBED

Even Production And Foreign Sales Are Subject To Commission's Scrutiny

Washington, August 2.—Germany's economic and industrial resources are virtually in control of the Allies under the Peace Treaty, according to evidence given before the Senate Foreign Relations Committee today by Bernard M. Baruch, economic adviser of the American peace delegation.

"This control," Mr. Baruch said, "will be in the hands of the Reparation Committee, created by the treaty and so close will the government supervision be over Germany that no German citizen ca buy a dollar's worth of raw materia from the United States or elsewher without consent of the committee."

He pointed out that in additio to control of raw material import into Germany the commission has complete control over products It has power to decide what goods, manufactured or produced in Germany, shall go toward reparation.

Senator Johnson of California, after reading the treaty provision under which control of economic and industrial resources is ceded by Germany to the Reparation Commission, asked:

"There is then, practically, a super government imposed on Germany's economic resources, is there not?"

"That is quite correct," said Mr. Baruch. "It is empowered not only to see that Germany does pay, but it is empowered first to see that she can pay."

Elaborating this thought, Mr. Baruch said:

"While Germany's factories are practically intact and she has seen to it through ruthless destruction in France, Belgium and elsewhere that those of her neighbors are put out of commission, Germany cannot take advantage of this situation unless she is allowed to buy raw materials. Germany lost a great proportion of her own raw materials (coal and iron ore) and now she cannot take advantage of the world market unless the Reparation Commission decides to let her."

"We must then rely on the good judgment of the commission to afford Germany that opportunity?" asked Senator Knox.

"Yes, and we expect the commission will see that it is good judgment to do so," responded Mr. Baruch.

"There is nothing in the treaty that prevents a German who has paid his taxes toward reparation from buying raw material in the United States if he wishes, is there?" asked Senator Swanson.

"Yes," replied Mr. Baruch, "until the Reparation Commission is satisfied that Germany is going to make the required payments all deals for raw materials will have to be conducted through the commission."

Senator Swanson thought the language of the treaty did not bear it this interpretation, but Mr. Baruch stated that to prevent the Germans sending out of the country money and securities that might be taxed to raise the reparation fund it was decided to place under control of the commission all transactions that might have an effect on the reparation fund Under this, he said, fell purchases of raw materials, cotton, copper etc.

Senator Johnson inquired whether, if the United States declined to share in the reparation fund the Reparation Commission would credit our share against Germany's bill, or would levy the same amount as if this Government took its share, and then divided the American portion among the allied nations.

"That is a part of the negotiations preliminary to the division of the 20,000,000,000 marks that must be paid by May 1, 1920," said Mr. Baruch. "The commission, of course, might deduct the American share—but that is still to be decided."

"If you fix $25,000,000,000 as German reparation, and our share should be $5,000,000,000, which we refuse to take, would you then fix Germany's bill at $20,000,000,000 or would you still collect the whole sum," asked Senator Knox. "In other words, would Germany get credit for what we decline to take?"

Mr. Baruch again said he didn't know how that would work out, but suggested that the American members of the commission would do well to learn how this Government felt about it before giving assent to any decision.

Senator Knox said that in his opinion the American commissioner ought to see "that the sum fixed will be on the basis of our acceptance of our full share, and let us do the generous thing by Germany, if we wish, and remit it. I think the impression has got abroad that we won't accept any and that the reparation sum will be based on that assumption and the other allied powers will get the benefit of our generosity."

Senator Knox then raised a question regarding obligations imposed under the cession by Germany of Memel, Schleswig, and Danzig to the five great powers.

"We are included in that list of powers," said Mr. Knox. "The treaty provides that the powers to whom these places are ceded shall assume liability for part of Germany's debt there. Does that fix an obligation on us to pay part of that debt?"

Mr. Baruch replied that his understanding was that Memel, Schleswig, and Danzig were ceded in trust to the powers, to be transferred later to other nations which would get sovereignty over them. The nations thus getting title would have to pay the German debts, he said.

Professor F. W. Taussig, retiring head of the Tariff Board, was questioned briefly by the committee. He said that "in some respects" the American economic delegates exercised a greater influence than any other group at Paris because they were frequently called upon to arbitrate proposals by other nations. He declared that there was no foundation for suggestions that the British delegates "dominated" the financial decisions of the Peace Conference.

The committee will resume its hearings Monday. Norman Davis will be questioned on certain financial clauses, and after him Secretary Lansing is to be called.

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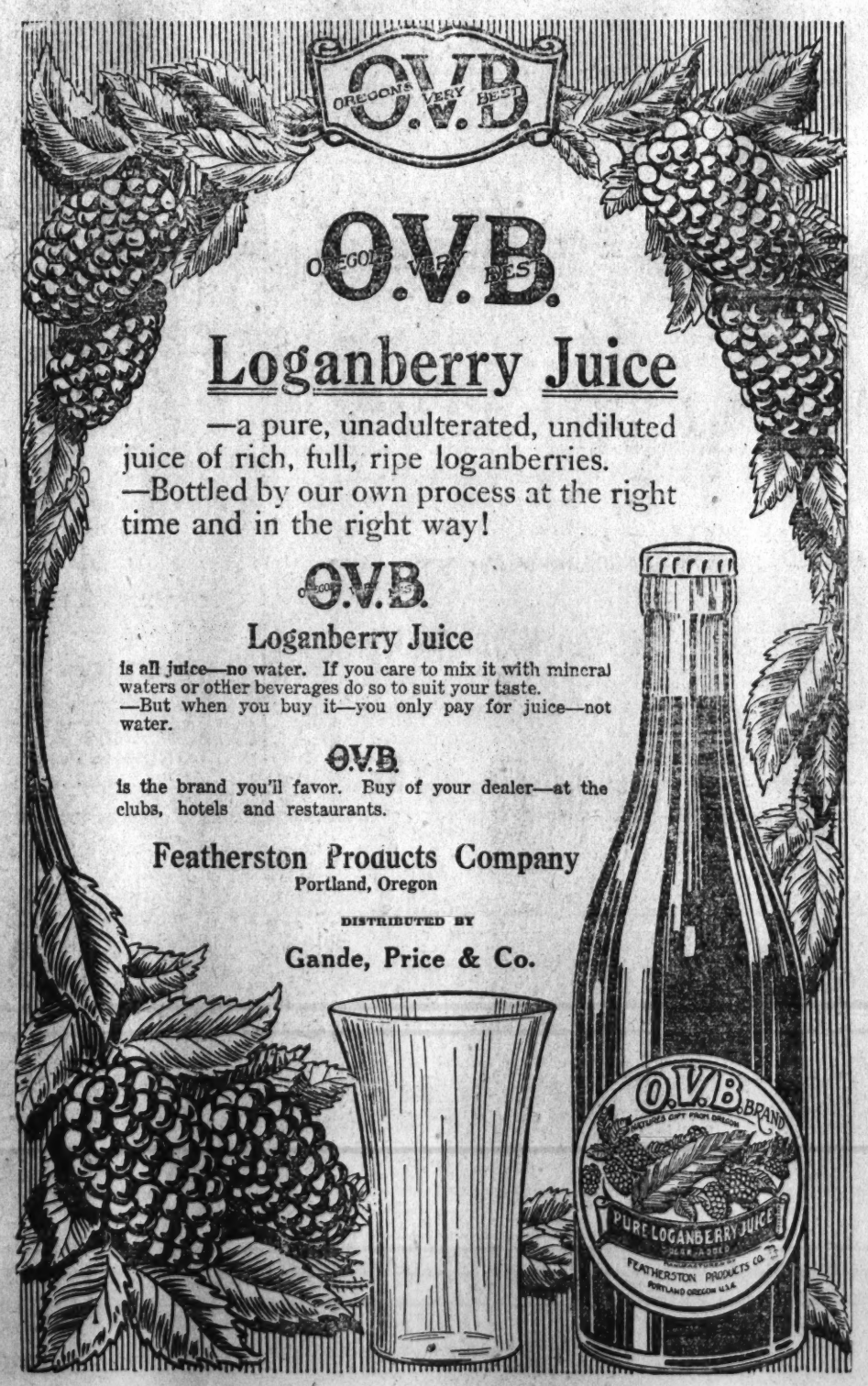
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New York And London In Close Race For Place As World's Biggest City

At Present Rate Of Growth The Two Should Be Tied By 1932 But Paris Is Unchallenged As The Artistic Capital Of The World And Probably Will Remain So

By F. A. MacKenzie
(*New York Times*)

New York, August 10.—Five years ago there were two world capitals, Paris, the artistic, and London, the commercial and financial headquarters. Paris, despite the stress of war, retains her ancient place. There is none to dispute it. But London must lock to her laurels. New York has grown to her stature. Today New York is nearing London in population; the two cities are running a neck-and-neck race for supremacy in world shipping; and New York has ousted London from her place as the center of world wealth.

The war strengthened New York and drained the resources of London. The North Sea, the gateway of the Thames, was closed by mine, submarine, and raiding destroyers, while Ambrose Channel remained open. London, long the richest city in the world, pawned her securities, which for centuries had brought tribute from the ends of the earth, by the billion, to pay for gold and goods for England and her allies; most of these securities were absorbed by New York.

All World Came To New York

All the world had to come to America for manufactured goods. In other words, all the world had to come to New York, for nearly one-half of America's foreign trade goes through this port. The elaborate machinery for world commerce which London merchants had built up by centuries of enterprise, from the days when Elizabethan venturers sent their expeditions to Barbary, the Caribbean and around the Cape to the Indies, rusted. There was no time to manufacture goods, and no ships to spare to carry even what there were. A man cannot tend the counter when the burglar has his hand on his throat. The young Englishmen who held watch and ward for London in the outlands of the world took the first boats back home to don khaki when war was declared in August, 1914. Napoleon sneered at the Britisher as a shopkeeper; but shopkeeping counted very small then.

London emerged from the war not ruined—not by any manner of means—but impoverished. Over a hundred-thousand young Londoners had lost their lives; at least an equal number were permanently stricken. Everything had been sacrificed for victory. There had been no time to mend the streets, to paint the houses, to build needed homes. Men were wearied, caught up in the inevitable reaction that follows a tremendous and long-continued strain. The gold had gone from the bank coffers; the securities had been depleted; happily credit remained, and character strengthened by war. New York emerged scarce showing a scratch, stronger, richer, more ponderous, and more powerful than ever in her history.

Slowly, Steadily Reviving

Today we are witnessing the slow, steady revival of London, and the efforts of New York to employ her new strength and power to best advantage. In these first months of peace New York finds her position as advantageous as in the days of war. For many months to come the world at large must turn to her for aid. But soon we will see a renewed London stretching itself forth again.

And if war cost London much, it gave it much also. It proved that generations of commerce had not robbed a people of their soul, and it gave the British people a new incentive for social reform more drastic than once seemed possible. New York and London are both concerned with the prosperity of each other. If by some strange freak of nature New York were wiped off the map tomorrow, London would go bankrupt, and vice versa. The two are partners rather than rivals, but partners conducting different branches, and each determined to show the other what he can do.

Contrast In Sites

No two cities could well present a greater contrast. Manhattan is an island of rock, bordering on a bay opening into the Atlantic. London is an inland valley of sand and clay. New York proclaims its majesty and wealth to every visitor by its titanic sky line, that seems as though it would storm the very heavens. London conceals its wealth behind shabby exteriors of low elevation. London is scattered over a wide area, covering 669 square miles; the majority of the population of New York is crowded on three dozen square miles. New York overwhelms one with its evidences of power and of human accomplishment; London at first often disappoints, but its charm grows the more one knows it.

New York loves the immense. Its foremost building—one which generations to come will count among the great monuments of all ages—is 792 feet 1 inch high. Please do not overlook the one inch. London will not permit private houses or offices to be more than a hundred feet high. New York's main railroad depots are palaces of marble, titanic in size, and more splendid than the palaces of ancient Kings. Charing Cross, London, the gateway of the world, is a modest, unassuming, and comparatively small building. New York, having completed a hotel of 2,200 rooms, now contemplates another with 2,500. The costliest hotel in London, in which five Kings and ruling Princes once lived apart from each other at the same time, boasts less than 300 rooms.

Each Has Special Problems

Each capital has its own special problems. That of London is inherited destitution, the existence of a large class born in poverty, bred with the aid of charity, marrying on nothing, living in slums and with little hope, save in exceptional cases, of emerging. The war has done more to galvanize the very poor of London into new life and give them new hope than have five hundred years of charity. The large areas of very poor in London have for generations repelled the friendly stranger, appalled the sympathetic, overwhelmed the social reformer. The war has brought them betterment that war will in the end be London's gain not London's loss.

New York presents no such spectacle. I have walked through miles of east side streets in the Summer of 1919, and have not yet seen a really ragged or hungry child. I do not say that they do not exist, but I have not yet found them, and I am accumstomed to hunt out poverty in its lair. You can, if you will find one picturesque beggar woman on the stone steps of a Fifth Avenue church. She is an artist in her line. There are one or two other beggars scattered about. A few old men are to be found around the one cent coffee stand outside the Tombs or lounging on the seats in City Hall Park. But poverty is not the problem of New York. The problem here rather is to secure stability in local administration, to suppress concealed corruption in public affairs, and to assimilate the enormous number of foreigners who have made New York their home.

Aliens Within The Gate

Italians and Syrians, Greeks and Poles, Slovenes, Galicians, Ruthenians, Russian and Czechs, with the Jews from all these nations, form communities of their own here. Many of them never learn the American tongue. They have their own methods, their own churches, community houses, and revolutionary groups, they read their own newspapers, and cling to their own ideals. If ever New York City is caught in the new world revolt, it will be the unassimilated foreigners who will do it. In addition to this there is the problem of an older race, now taking more insistent form. New York has great and growing negro colonies. The old negro colonies, in Fifty-ninth Street and in Sixty-second and Sixty-sixth Streets, have a still bigger offshoot away up town, between 12th and 140th Streets, East, where there is a real negro city within a city. The war came to the negro as the message of a new era. He is awakening, as never before; whether for good or ill the next three years will show.

London still leads in population, but the difference is diminishing every year. Some statisticians, comparing Greater London with an imaginary area called metropolitan New York, assert that New York is now ahead. Metropolitan New York embraces all urban districts within ten miles of Greater New York. To make this comparison fair we would have to add the population for ten miles around Greater London to the British capital. Let us confine ourselves to the real areas of both places.

Forty Years' Growth

Sixty years ago, what is now Greater London numbered 3,000,000 people; the area of Greater New York numbered 1,000,000. The proportion was three to one. In the forty years that followed London doubled and New York trebled its population, making the proportion two to one. Fifteen years ago there were ten persons in New York for every seventeen in London. In 1911 there were eleven in New York to sixteen in London. Today there are four in New York to five in London.

I estimate that New York and London will tie in population in the year 1932, when each will have about 8,000,000 inhabitants, the twin wonder cities of the world. It is fair to assume that New York will continue to grow at her present rate. The growth of London will not be quite so fast as before the war, because of the heavy losses of population there. The only thing that is likely to put any check on the growth of New York is the congestion now prevailing. More trade is seeking to come to New York than New York can take. Waiting ships cannot find dock room, and there is no spare warehouse accommodation for cargoes. Houses are so scarce that landlords are in many cases raising rents 50 percent as leases come to an end. If the present tenants grumble, there are plenty more waiting. Men search for weeks for offices downtown without finding what they want. The value of land has reached an almost incredible figure, and this figure has been reflected in rents. Land around Wall Street has been sold at the rate of $20,000,000 an acre.

Always Room For More

So long as people are resolved to come in they somehow make room for themselves, and with readjustments New York can accommodate many more. The time is coming when hotels in the region of Times Square and Forty-second Street will be turned into office buildings, and when the real social center of New York will start at the Plaza and Columbus Avenue and go upward.

London has an advantage over New York as a shipping center. It is a free port, where the goods of the world can be received to await their ultimate market.

Take, for example, the case of a merchant who wishes to despatch a shipload of goods to Buenos Aires. There must be an assembling point for these goods. If he tries to assemble them in New York, he at once comes up against the stringent requirements of the customs. London encourages this trade. One ship from Kobe will bring silks, a ship from Cadiz wines, another from Philadelphia shoes or cottons. These loads can wait in the London docks until the ship from Buenos Aires is ready, with a minimum of trouble.

The Free Port Plan

London as a free port has become the warehouse of the world. The merchants of Manhattan want New York to be the same. Great organisations are at work to induce Congress to establish a free zone. A prominent advocate of the plan admitted gloomily to me ont long ago that one of the main obstacles was the difficulty in convincing politicians that no attack on protection was intended. They would think that a free port was in some ways connected with free trade!

Despite all drawbacks, New York is running a neck-and-neck race with London for shipping pre-eminence. Immediately before the war there was only a difference of 5 percent in the favor of London in the value of cargoes handled in the two ports, while the net registered tonnage of shipping entering and leaving New York much exceeded London. The British capital, unlike New York, only handles a small proportion of British export trade, not more than about 12 percent.

New York will soon have to share her world trade more and more with other ports. Her proportion is now declining all the time. Philadelphia today has all the freight she can handle. Boston will become a more and more powerful rival. The ports of the South will, in the near future, take much that comes to New York today. But American foreign trade is growing so fast that New York Port must grow with it. The only question is how far the authorities will make it possible for the growing trade to continue to center here.

No Longer Undisputed

When the Secretary of the Treasury recently spoke of New York as the financial center of the world, some people expressed astonishment. Before the war that was London's undisputed claim. London had the money, London had the credit, and London held the hidden wires that control world finance.

Today, while London still retains her machinery, she has to some extent lost the solid foundations of financial control. Gold currency still nominally exists in England. The man who presents a Treasury note for a pound at the counter of the Bank of England can demand a golden sovereign for it. But London's reserve of gold was largely dissipated during the war. London the debtor has today to pay heavy interest to New York, in place of receiving tribute. America, and in this connection America means New York, has added thirty billions to her capital since 1914, and will add much more in the year ahead.

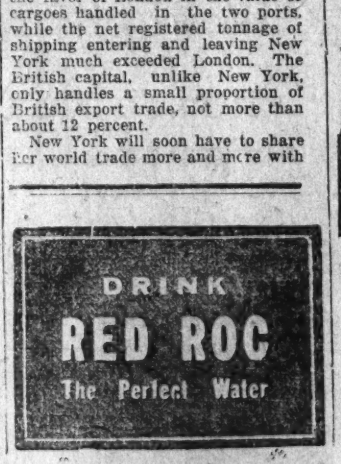
Hit, But Coming Back

London finance has been badly hit, but is recovering. London still has credit. Britain is one of the premier gold-producing nations of the world. London has still many creditors, despite her debts, allies, and dominions on whom she squandered money during the war.

Will New York be able to alter the current of world habit and change the financial center from London to herself? Wall Street and the Treasury answer confidently? Yes. Lombard Street says little, but is stretching out afresh, is amalgamating rival interests, and is on the road to recovery.

It may be that the great fight for supremacy will be fought by New York and London in the world of higher finance. As New York centralises the financial control of America, so London centers the financial interests of the British Empire and her dependents. But what I have seen of the financiers makes me believe that they never fight when they can amalgamate, and the future will see, even more than the past, the union and fusion of Wall Street and Lombard Street.

London and New York will reign as twin Queens, the one dominating in the East and the other in the West. They will find their ultimate ambitions in cooperation. Each has much to learn from the other. Each can aid the other. Between both there runs a feeling of friendship and alliance. They are in a sense rivals; they are in a fuller sense, allies.



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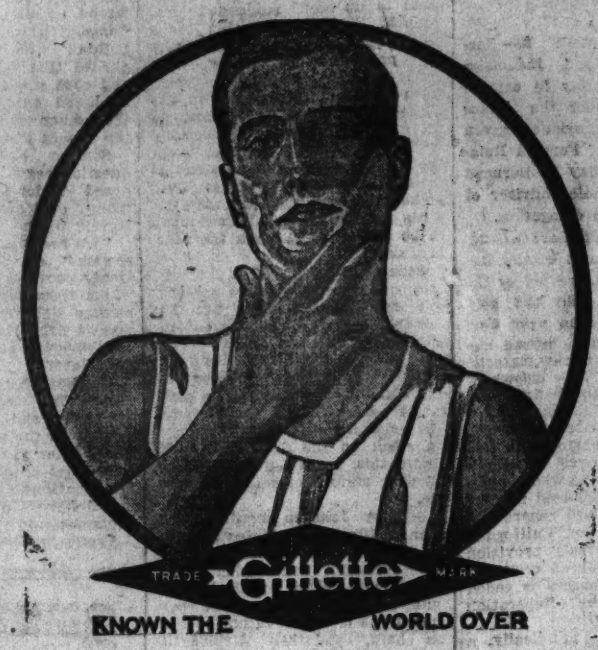

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Cunard Adds To Its System By Acquiring Six Companies

Control Of Funch, Edye And Co. Is Gained—More Than Eighty Big Cargo Carriers Have Been Added To Fleet By Expansions Since Outbreak Of The War

New York, July 19.—The first tangible information as to the magnitude which has come out of the Cunard Line's gradual expansion of its overseas carrying trade during the war, was made available yesterday in the official announcement that the company has, from time to time, absorbed six other companies, with a combined fleet of more than eighty modern vessels, and has acquired an interest in another large shipping company.

Sir Ashley Spark, director general of the Cunard in America, stated yesterday that the system has been extended so as to include the control of the Brocklebank Line, Funch, Edye and Co., Inc., Commonwealth and Dominion, Anchor-Donaldson Line and the American-Levant Company. Recently the Cunard Line has purchased an interest in the business of the Robert Reford Company of Montreal.

By virtue of its new acquisitions, which date variously from 1915, the great English corporation has gained a hold in nearly every part of the world. Furthermore, it is understood that still further plans have been laid and will be put into force when some of the tonnage now under construction becomes available to augment the services of the company.

From time to time reports have come across the ocean to the effect that various interests were being acquired by the Cunard interests, but the true proportions of the amalgamations were not appreciated here owing to the shrewd secrecy that was cast about all affairs of shipping during the war. In the acquisition of Funch, Edye and Co. the English interests gained an almost invaluable property. Whereas Funch-Edye does not own a single ship, it serves as operator and agent for a large number of companies distributed throughout the globe. It is understood that the control of this concern came in instalments, but the Cunard Line managed to buy heavily enough into the company to direct its operations since the spring of 1917. While no efforts have been made to keep the news a secret in England, the purchase has not had wide currency here.

Before the war, the Cunard Line specialised in its fine passenger service, although it engaged largely in freight carrying. But, through the acquisition of the six lines, the corporation has woven a net-work or freight and passenger services that seem to make possible its goal as one of the leading factors in sea-carrying throughout the world.

Some of the largest and fastest freight carriers are numbered among those which came into its possession through deals consummated during the war.

Brocklebank Line Bought

The Brocklebank Line, which operates between England, Scotland and India, had twenty-five cargo carriers which have an average speed of 12 knots an hour. Two of the ships, the Mancharada and the Malancha, have gross tonnages in excess of 10,000 tons. Incidentally, the Mashirah and Matheran have just been turned out of English shipyards. The list of ships owned by the Brocklebank Line are:

Anchoria	Makalla
Blackwell	Malakand
Hollywell	Malakuta
Imania	Malaucha
Manchanda	Manaar
Manianada	Marwarri
Manratta	Masirah
Manronda	Matheran
Mansud	Matra
Mandan	Media
Mathar	Shadwell
Mainyo	Stockwell

The Commonwealth and Dominion Line, which operates from New York to various ports in Australia and New Zealand, maintains a service which requires twenty-six vessels. When the Cunard gained control of the Commonwealth and Dominion Line it acquired the following ships:

Port Adelaide	8,465
Port Albany	5,714
Port Alma	6,669
Port Augusta	4,063
Port Bowen	8,465
Port Campbell	6,230
Port Chalmers	6,534
Port Curtis	4,710
Port Darwin	10,365
Port Denison	
Port Elliott	7,395
Port Hardy	6,533
Port Hacking	6,225
Port Hunter	4,062
Port Kembla	8,465
Port Lincoln	7,243
Port Lyttleton	6,444
Port Macquarie	7,236
Port Melbourne	9,152
Port Napier	8,492
Port Nicholson	8,465
Port Pirie	7,316
Port Phillip	4,066
Port Stephen	6,179
Port Sydney	9,136
Port Victor	7,280

There were twelve vessels in the Anchor Line and four in the Donaldson-Anchor Line. They were the first of the smaller companies to be absorbed by the Cunard Line. The Anchor Line had the following ships, several of which were combination freight and passenger ships:

Calabria	Italia
Camaronia	Masillia
Castalia	Olympia
Circassia	Scindia
Columbia	Tarantia
Elysia	Tiberia

There were four ships owned by the Anchor-Donaldson Line, which maintained a service between Montreal, Portland, Me., and Liverpool. They were the Athenia, with an 8,663 gross tonnage; the Cassandra, 8,135; Letitia, 8,991, and the Saturnia, 8,611.

The American-Levant Company had a service to the Levant before the requisition of its two ships by the British Government, which caused a suspension of its line. The two vessels, the River Araxes and the River Orontes, 4,400 gross tons, are now flying the Cunard flag.

New Service Started

Through the purchase of these properties and the buying of other ships from other interests, the Cunard Line has been able to start several new services since the signing of the armistice. Announcement was made by Sir Ashley Sparks yesterday that about July 30 the Cunard Line would inaugurate a service from the port of Baltimore to Avonmouth. The steamer Doonhoum, an 8,000-ton ship, will be despatched from the Maryland port to England. It is anticipated that another vessel will follow within two weeks, but as yet the name has not been given out.

There have been three new services started since November 11, The New York-Antwerp line, the Baltimore-Bristol and the Philadelphia-London services were not maintained before the war. The purchase of the American-Levant Company enabled the Cunard to resume the sailings to the Levant and Black Sea ports, which were suspended during the war. The New York-Rotterdam line, which was once operated as the Uranium line, has also been started as the Anchor line trade route from Boston to Glasgow.

St. John's University News Items

Monday, September 8, was registration day at St. John's. The number of new students that have been accepted for the Middle School and for the College amounts to about 200. Full reports of the registration cannot yet be made, but the University has about the normal number of students.

* * *

The College has adopted what is called the Group System, beginning with the present year. This organisation of the courses of study does away with the former strict classification of all courses under the four years of the course which is characteristic of colleges in China and brings in an organisation like that of American colleges under which the student is allowed a considerable measure of freedom in selecting his program of studies.

* * *

Mr. W. S. A. Pott, son of Dr. F. L. Hawks Pott, President of the University, has returned from military service with the American Army in France, to be Professor of Philosophy at St. John's. Professor Pott left a position on the faculty of the University of Virginia to enter the Army.

* * *

Mr. D. Y. Lee, formerly assistant in Physics, has returned from study at Cornell University, to become instructor in Physics. In the absence of Professor Sailor he is in charge of the work of the Department.

* * *

Dr. C. S. F. Lincoln, of the University Medical School faculty and college physician, has returned from a year in America, which he spent at Johns Hopkins University.

* * *

Professors Steiger and Ely of the St. John's faculty are on furlough in America.

* * *

The St. John's Branch of the Shanghai Student's Union which has had its headquarters at No. 72 Hardoon Road during the Summer vacation is now removed back to St. John's.

* * *

The St. John's Branch of the Shanghai Student's Union gave an entertainment to new students on Monday evening, September 8, in Alumni Hall. The meeting was presided over by Mr. Ting Koo-kien, the new President.

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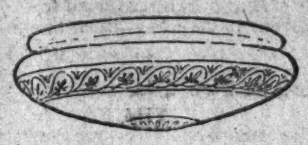

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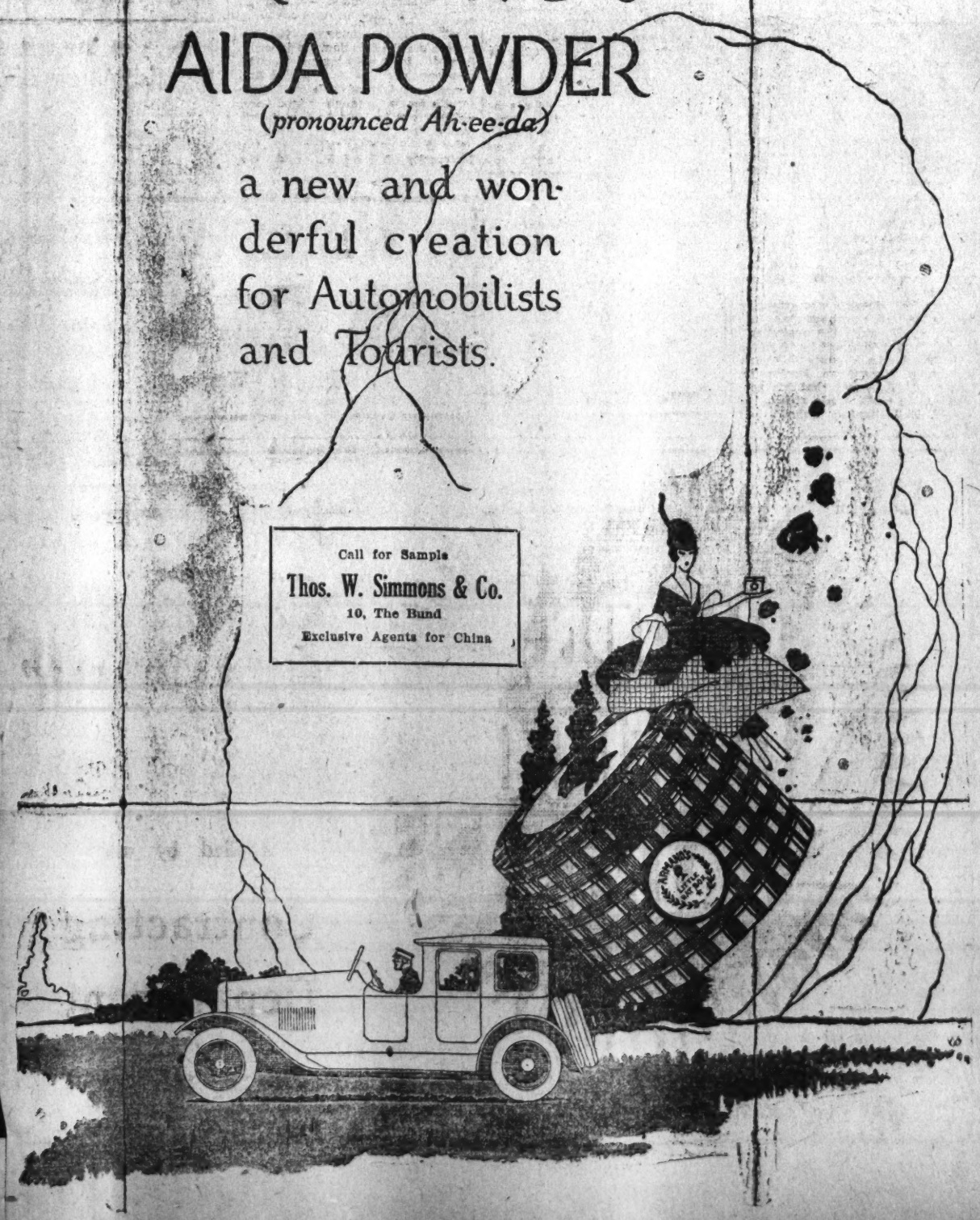

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REFORM BODIES IN U.S. PLAN FIGHT ON TOBACCO

W. C. T. U. And Prohibition Workers Getting Ready For A Country-Wide Campaign

BUT KEEPING IT A SECRET

Fear It Would Hinder Laws For Prohibition Enforcement, Says Report Offered In Congress

Washington, August 2.—The total abolition of the use of all tobacco within five years is planned by the Women's Christian Temperance Union, according to assertions made today by the Association Opposed to National Prohibition. The W. C. T. U. will celebrate its semi-centennial March 29, 1924, and according to the allegations by the Association Opposed to National Prohibition, by that date the temperature society proposes to have Congress submit an anti-tobacco constitutional amendment to the various States.

In behalf of the Association Opposed to National Prohibition. Representative Reuben Haskell of New York had inserted in the record today a detailed statement asserting that the movement is well under way, and is fostered, not only by the W. C. T. U., but by other prohibition organisations. The Anti-Saloon League, says the statement because of its affiliation with the W. C. T. U., can not possibly remain out of the no-tobacco campaign.

The Association Opposed to National Prohibition has been carrying on an investigation, it says, to find out how far matters have gone, and "whether or not the same professional and paid prohibitionists who, by devious and questionable ways, foisted the Eighteenth Amendment upon the nation without a popular vote, are behind the tobacco crusade, despite their eager denials whenever the subject has aroused public comment."

The outcome of this inquiry is thus described:

"There is, indeed, a concerted plan of action based upon a mutual pledge of membership to have anti-tobacco laws enacted in every State in the Union, and, possibly, by Congress in submitting a Constitutional amendment before March 20, 1924, when the Women's Christan Temperance Union will celebrate its 50th anniversary.

"The leadership in this anti-tobacco crusade has been assumed by the Women's Christian Temperance Union, called 'Mother' by the Anti-Saloon League and other prohibition organisations, all of which are co-operative allies in the nation-wide prohibition campaign.

"The Women's Christian Temperance Union began a drive last March for $1,000,000 and has announced that $300,000 of this sum will be expended on its work of 'Child Welfare' 'Health and Morality' and 'Education and Information,' and it is under these headings that the anti-tobacco campaign will be financed instead of appealing direct for money to prohibit the use of tobacco."

From Philadelphia was attention first called to the propaganda of the W. C. T. U., says the statement. Dr. P. Charles Green of 2,660 North 16th Street, who is now at his Summer home, Vincentown, Burlington County, N. J., wrote that his son, Charles, an eighth grade student of the M. Ball Stanton School, had brought home for study "Book No. 7, National Women's Christian Temperance Union." Dr. Green carried the matter to the attention of the Association Opposed to National Prohibition in April, in protest against "medal contests" held in the school for the best recitation and essay upon the "viciousness" of indulging in tobacco. The doctor said the activity of the W. C. T. U. was "pernicious" and should be investigated.

An inquiry was made at Evanston, Ill., where is situated "Rest Cottage," the National Headquarters of the W. C. T. U., and the former home of Frances E. Willard, founder of the order, and the present home of Anna Adams Gordon, its President.

"The headquarters," says the report of the Association Opposed to Nation Prohibition sent in today, "is a thriving center of anti-tobacco propaganda. Thousands of pieces of literature are sent out daily. In one room alone are stored thousands upon thousands of copies of the pamphlet entitled 'Nicotine Next,' by Frederick William Roman, Ph. D., Professor of Economics at Syracuse University, New York. The head of this institution, by the way, is Chancellor Day a bosom friend of John D. Rockefeller and John D. Rockefeller, Jr. who are among the largest contributors to the support of the Anti Saloon League. But the storeroom of 'Nicotine Next' is as carefully guarded by the seneschals of the W. C. T. U. at Evanston as a safe deposit vault."

"No one but an intimate insider is permitted to know that the W. C. T. U. plans shortly to flood the country with these pamphlets. The reason for all this secrecy about the pamphlet of Professor Roman who is sometimes referred to as the 'male member' of the W. C. T. U., is that the propagandists at Evanston fear that extensive publicity of their anti-tobacco program at this time may materially interfere with the cause of national prohibition and the bill to enforce it now pending in Congress."

A pamphlet issued to State Superintendents of the W. C. T. U. is quoted by the report as saying:

"Strive to place upon the statute books of your State an excellent tobacco law, with sharp teeth in it, like the one now in Kansas. . . . Protest against sending tobacco to soldiers. It is time that people awaken to the real facts in this craze of sending cigarettes to soldiers. . . . Protest to restaurant and hotel keepers who allow smoking in their dining rooms."

"Enough may be gathered from these results of the investigation by the Association Opposed to National Prohibition safely to conclude that the end of fanaticism is not yet." Says the report: "The Prohibitionists are, with their wonted stealth, going further with their pernicious mission of crushing liberty and confiscating property. The majority of the American citizenry merely laughed when these same bands of self-styled reformers announced twenty years ago that they would make the country dry."

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NAME SIR CHARLES ELIOT FOR TOKIO POST, REPORT

Mr. Alston To Succeed Sir John Jordan At Peking, According To Rumor

Tokio, September 2.—A report is in circulation to the effect that Sir Charles Eliot, at present British High Commissioner in Siberia, will shortly be appointed Ambassador to Tokio, and that Mr. Alston, who has had charge of the British mission here since the departure of Sir Conyngham Greene, will be appointed to the Legation in Peking in succession to Sir John Jordan. The report is not officially confirmed but it is not denied, and in quarters which are usually well informed it finds a certain amount of credence.

Sir John Jordan, it is known, has been desirous of retiring for some time and now that the war is over it is natural that his wish should be granted. Mr. Alston has had a good deal of experience at Peking where he served as Counsellor in 1911-12 and Charge d'Affaires in 1913, a post which he also filled during the long absence of Sir John Jordan. He has the rank of Minister in the British diplomatic service.

The transference of Mr. Alston to the Peking Legation would be in the customary routine of official promotion. The other appointment, though it appears to be a new departure in keeping with the tendency to appoint distinguished men outside of the diplomatic service to posts where special qualifications are considered desirable, is really less so than it seems. Sir Charles Eliot was in the British diplomatic service for a considerable part of his life, and he has every qualification, except that of continuous service, for an Ambassadorship. He severed his connection with the Foreign Office some 15 years ago, but his recent experience in Siberia has given him a close insight into at least one very important phase of Far Eastern affairs and it would not be surprising if his Government had decided to make further use of that knowledge and experience by appointing him to the Tokio Embassy.

Sir Charles Norton Edgecumbe Eliot is 55 years of age and has had a distinguished career of which the greater part was passed in the public service, though he resigned in 1904 in consequence of a difference of opinion regarding his course of action as British Commissioner for East Africa in 1904. After a brilliant career at Oxford, where he took a large number of important prizes and honors, he was appointed third secretary at the St. Petersburg Embassy. He served at Constantinople, Morocco, Sofia, Belgrade and Washington respectively, and left the beaten track of diplomatic service in 1899 to become British Commissioner to Samoa. In the following year he was appointed to East Africa and Zanzibar and he administered those territories with much vigor and ability until in 1904 he sent in his resignation. Next year he was appointed Vice-Chancellor of the University of Sheffield, and the following years were filled with educational work and with travel and literature. The range of his interests may be seen from the subjects on which he has written books. Besides works on politics and travel he has written a Finnish grammar and many papers on marine zoology. When the University of Hongkong was founded to make English education available to the youth of China Sir Charles Eliot was appointed its first Principal, and he held that position until last year when his Government despatched him to Siberia as High Commissioner.

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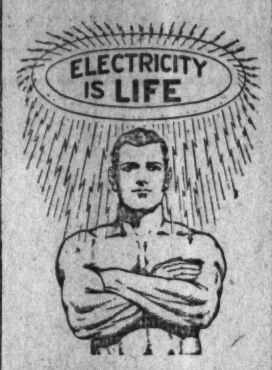

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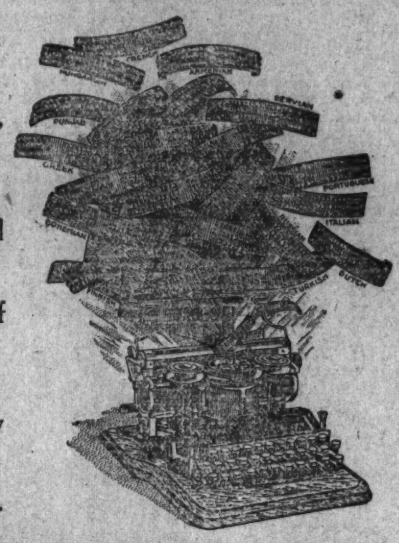

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Europe Far From Crushed Economically By War

American Head Of Allied Finance Board Says It Has All Resources Necessary For Quick Recovery

BY PAUL HANNA
(New York World)

IF Europe were wrecked and ruined by the great war, it thought that Oscar T. Crosby would know it. As President of the Inter-Allied Council on War Purchases and Finance, a resident in Europe from 1917 to 1919, and Assistant Secretary of the United States Treasury during the war period, he was in a position to judge. So I wrote to him, at View Tree, Warrenton, Va., and he wrote back:

"I expect to be here all this week, engaged in war against weeds and insects. But if you come an armistice will be declared while we discuss the difficulties that beset our European cousins. . . . . " The armistice and discussion followed in due order, bringing to light Mr. Crosby's mature conviction that peace finds the world with

A larger production plant (including agriculture) than it had in 1914, and probably having a value greater than the losses mentioned below.

A supply of labor possibly more efficient than and almost as numerous as it had in 1914.

Resources in raw materials sufficient for the present needs of the race.

No considerable losses, excepting merchant ships destroyed, the wear and tear on railroads, and the devastation wrought in battle areas.

Facts Isolated From Emotions

If this summary seems to imply a heartless ignoring of the human anguish involved—the dead, the mutilated, the starved and scattered refugees—we are warned that Mr. Crosby is an engineer by profession, and disposed, for the sake of accuracy, to isolate facts from emotions when he undertakes an economic survey.

"My heartaches, like your own, are very real, but they are entirely my own," he remarks. "They do not take from nor add to the material resources of mankind. For human suffering there can be no restitution. After confessing the truth we can proceed with an inventory of Europe after the war which does not include the killed and permanently wounded, except as their abscence from industry may mean a net reduction in the number of productive workers left."

Mr. Crosby lives on a mountain, but his head is not in the clouds. Twenty miles of matchless valley, with its lap full of farms, sprawls with enticing langour before the broad veranda of his stately colonial home. Stonewall Jackson slipped up the valley behind View Tree with a whole army corps half a century ago, poured through Thoroughfare Gap, there at the left, hurried along the Warrenton Pike and cut Pope's communications at Manassas. (This and other strokes of Jacksonian genius were discussed with enthusiasm by Gen. Byng when Mr. Crosby visited his headquarters during the Battle of Cambrai in 1917.) But the master of View Tree does not judge the universe from the glimpses obtained between the glistening pillars of his mountain aerie; nor yet chiefly from personal experiences gathered during fifty years spent in various parts of the globe. As we sat on the porch our backs were to the library.

"What are the span and experience of one man's life compared with the eight thousand years of human history recorded in those books?" Mr. Crosby asked. "The fundamentals of individual and social existence are contained there and the conclusions to which they alone will bring any competent mind have merely been confirmed by this war and my personal experiences in Europe and the isolated parts of Asia, Africa and this hemisphere."

So the interview began.

War Paid For In Full

"Europe has not been crushed by the war, and her outlook is not a desolate one," Mr. Crosby insisted. "When a continent or a country is ruined you do not have to call witnesses to prove it. The facts are then two clear to admit dispute. The great war has been paid for in full. What is left is ours to do with as we please. In war or in peace, the world taken as a whole pays its bills in full every night it goes to bed, and it must continue to do so until it establishes communication with the Man in the Moon and imports green cheese on credit.

"Mountains of metal and other materials have been shot away in the war, it is true; but they were dug up and prepared for that very purpose. Shooting them away has impaired what may be called our 'undeveloped plant account'—chipped something off the far end of our stick of candy—but that is a loss we shan't feel till we get to that far end, if ever.

Production Leaped Forward

"To prove that the world must, and does, pay its way as it goes we have the fact that production leaped forward as soon as the war began, and not only kept pace but was far ahead when the armistice was signed. During the four years of fighting the United States took care of itself as usual, equipped and supplied its own vast armies, and contributed to others G.$13,000,000,000 worth of materials, most of which would not have been prepared at all, during that time, had the war not required it. All this without straining or depleting us in any way. On the contrary, it roused latent human forces which had been neglected and presented to us, at the conclusion of war, an industrial and agricultural equipment far superior to the one we possessed before."

Indisputable and fine for America, as any one can see, but . . . . But the President of the Inter-Allied Council on War Purchases and Finance has resumed:

"In Europe the war's effect upon real wealth and production has not been different in character. Each of the principal belligerent nations has vastly increased its mechanical capacity for production. England's biggest loss is that of merchant ships, while her power to replace those ships is so much increased that the loss will soon be more than made good. Her railroads, like those of every other country, have suffered a lot of wear and tear, but the larger part of a railroad's value is its roadbed; and all roadbeds are substantially intact. England's soil and mineral deposits have not been seriously depleted by the war, while her skill in exploiting them has been increased. She is embarrassed by unusual labor demands, but wide publicity of discussion is slowly revealing the necessary limits of change in former conditions.

France's Desolation Not Ruin

"The case of France is much the same. There is an ugly streak of severe devastation running from Flanders to Verdun. Mines have been flooded, factories wrecked and homes ruined. Thousands have lost their private fortunes, and their plight awakens deep sympathy. But their desolation is not the ruin of France; nor will it even bear heavily upon the task of French reconstruction during the critical years, because full restitution will be made by German money and German labor. This may be regarded as certain, because it is not only stipulated in the peace treaty but is indorsed as a just provision even by the Socialist factions of both France and Germany, who may succeed the cabinets now in office. Beyond this narrow area of devastation France exhibits the same attributes of increased producing efficiency that are shown in Great Britain and the United States. She is not ruined nor in danger of ruin."

One cannot consider France without thinking of Germany.

"Germany is well off except in the case of her merchant marine, which has not been lost to the world, but transferred to others," said Mr. Crosby. "Her industrial plants are intact, and the Peace Conference has conferred upon her a unique advantage in power to man them by abolishing the military establishment in that country. The war destroyed about 1,500,000 German workmen. But the Peace Conference makes good 800,000 of that number immediately by abolishing the military conscription which kept that many young Germans out of industry every year. Several hundred thousand Germans also were formerly employed in arsenals, munition factories and navy yards. These must now seek employment in callings that will contribute to the national wealth, instead of its expense account. Then there are the millions of women who in Germany, as elsewhere, have been trained in the methods of wealth production and must now be classed as recruits in the industrial armies. In the face of these factors, who will say that Germany is materially bankrupt?"

I raised the question of food and the world's depleted larders.

Will Surmount Privation Peak

"What the world produces in food it consumes every year, no matter whether there is peace or war. The nations did not prepare for war by storing up food for the worms to devour. Food is perishable. Mankind lived during the war on what it raised during the war. It will do the same this year and next. There is a hard pinch in some places at present, as there has been many times before; but the crops now being harvested will take us over the peak of privation."

Mr. Crosby let the vision of his clear gray eyes pause on a crest of the hills where sunlight flooded through a hole in the drifting rain clouds.

"In Borneo I once talked with some natives who had never seen a white man before," he continued. "The only civilised commodity they possessed was a Chinese gong which they used to summon the villagers from the forest. But they taught me what money is. Sometimes they would kill a wild pig in the woods.

"'How much is a pig worth?' I asked.

"'A gong,' they answered.

"'How much is a gong worth?' I insisted.

"'A pig,' they replied.

"So we must not be confused by money and the state of national finance. So long as people have pigs to trade for gongs or pig iron for smoked herring they are secure. Europe not only has such things to barter, but has learned how to produce them in greater quantities than ever."

Some excited observers have pictured all Eastern Europe as a hopless mixture of gaunt famine and spreading Bolshevism.

"Exaggerated tale, I fancy," said Mr. Crosby. "There is reason to suspect unintentional magnification on the part of overzealous patriots who cry famine today and organise armies tomorrow. All nations including America have been hysterical during the war.

"Perhaps it is largely due to the world's quick charity that the new Governments have been so belligerent, in spite of having their fundamental needs cared for by the Big Four in Paris. A wise answer to their appeals for help might have been: 'Not a basket of food until you stop fighting.' If they were universally hungry they would have stopped; if they had not stopped it would have proved the contrary. It may be shown later that many armies have been supported and many battles fought in defiance of the Peace Conference by grace of liberal donations to certain of the new Governments of Europe."

Indoors the soft beat of chimes arose, then ceased at a tantalising stroke. It was time for dinner. At View Tree one dines with American friends in Paris. "French," one murmurs inwardly at the faintly caressing accent of Mrs. Crosby's greeting. A little later the half error is revealed—it is old New Orleans. Two daughters appear. Is this Virginia hilltop bewitched? Surely you have noticed these young women in the Cafe des Ambassadeurs, or was it at a villa above Florence? . . . The long twilight on the veranda is filled with memories of travel and plans of engineers to modernise the Holy Land. At 10 there is a retreat to indoors, where Mr. Crosby resumes the discussion of post-war Europe at the point where American aid and interests are directly concerned.

Paper debts and currency tangles are quite distinct from real resources and resourcefulness, according to this specialist in the wealth of nations. That distinction must always be kept in mind.

No Support for "Sawdust" Babies

"America's financial assistance to Europe should be kept at an absolute minimum," he declares with emphasis. "We must not uphold or perpetuate any sawdust babies abroad. Weak Governments must not lean on the United States Treasury for support. They must learn to stand on their own feet. I am sure that the best minds in those countries appreciate the danger inherent in Government loans to Governments, and will strive toward financial as well as political independence. The two are close kin.

"Of course we shall lend money to Europe. But such loans should be restricted to private hands entirely, if that be possible. And the risk of individual loss must prevail in full force if we are to avoid very serious dangers, including that of future war. In the matter of lending public money to help Europe, Congress has made abundant provision by empowering the War Finance Corporation to advance sums within G.$1,000,000,000 and on suitable security to banks, corporations and individuals to pay American producers for materials sent abroad on long credits. Beyond that very generous limit public money should not be used to assist foreign countries, and the less we advance of that $1,000,000,000 the better it will be for every one concerned.

Europe's Latent Wealth

"I realise that the statesmen of Europe face a very trying problem in financial manipulation brought about by the enormous interest due on public debts and the excessive amount of currency put in circulation during the war. But Europe's real task—and salvation—lies in exploiting her great stores of latent wealth, which have not been disturbed by the war.

"The concession we may have to make, but I must phrase even that one conditionally: Europe has very little gold and not much goods for export. If it finally be shown that Europe does not have either the gold or the goods with which to pay interest on the billions we have loaned her, then we may find it wise and convenient to let up in our demand for the interest."

Mr. Crosby has a personal illustration for many of his points. He employed one here:

"The need of money and the hardship of trying to raise it are not novelties to me. I've gone to Wall Street with my projects and sat on the hard marble benches while bankers picked my plans to pieces, and I've come away from New York with an aching heart and no money. And it was good for me to go under the microscope; it is good for every one, Governments included.

"What is a Government? It is a group of men wearing trousers. Such a group of men in any country might very easily keep themselves in office if aided with foreign money to silence their rivals and critics and with food to support their armies.

Cannot Prevent Political Changes

"There will be political changes in Europe too plentiful for any one to prevent. Russia and Hungary have gone in for Communism. Very well, let them try it. I believe it will fail and that it will be harmful if it succeeds in maintaining its existence; but the experiment does not shock me with surprise. It should not shock any one. We've had the works of Karl Marx before us for sixty years, and every one should have known there were men in all parts of the world who believed in his doctrine and were anxious to apply it.

"You will observe, however, that the Russian Communists have already drawn in their horns and modified their extreme program. Hungary will do the same, I expect, and in both countries we shall see a continual drift to the 'Right,' as our European friends put it. Communism may come in the world at some distant day as the hair turns gray on a man's head when he attains maturity or old age. My disposition is strongly to deplore such tendencies, as a sign that the human race had left its youth behind and gone into decline.

"Meanwhile, as Russia and Hungary modify their Communism and drift to the 'Right,' Western Europe, I anticipate, will move to the 'Left.' Railroads, mines and other monopolised industries are being and will be nationalised in Great Britain, France, Italy and elsewhere. I am one of those who believe this will tend to reduce efficiency, but it will not spell ruin for Europe any more than for the United States, where similar experiments will be working themselves out at the same time.

"What we need concerning Russia is the truth only. Sending two or a dozen men to investigate Russia is a grotesque proceeding. Thousands should go—that is, all who want to go. . . . . Russia will work out her own destiny, and we should permit private business to be resumed. Others will trade with Russia, and we will have to or lose our fair share. The same applies to Communist Hungary. Eventually I expect to see a new confederation of the Danube races, with the Balkan states included, perhaps. They all need each other economically and are suffering right now from separation and artificial barriers. Vienna will not go into permanent decline. She means something real to that part of Europe.

Socialists Will Inherit Power

"Labor and Socialist leaders are likely to inherit power in the countries recently associated with us in war. But those leaders are not all destructive firebrands. I have talked with many of them and found them not unlike a great many American public men who wear more conservative labels. Their assumption of control will not seriously alter anything I have said about Europe's outlook. For example, French Socialists of what may be termed the Lonnet type are bitterly hostile to the peace treaty as a whole. But they are agreed with the German Socialists that Germany should and must make full reparation for the havoc wrought in Northern France."

It is what Mr. Crosby calls "the course of a quantitative mind" that makes him view the tax and currency dilemma of Europe as superficial and temporary. Just as the huge issues of wartime francs, pounds sterling and lire did not increase the genuine wealth of nations, neither will their withdrawal diminish it, he contends. But as a "sound" currency must bear some acceptable relation to real security, it follows that a great amount of paper money now circulating must be withdrawn. And as money (even paper money) becomes scarcer, taxes are more difficult, and there will be no decline in the quantity of money needed to pay taxes until Governments have disposed of the huge interest charges which now confront them.

Society Of Nations For Peace

Germany, Russia and what was Austria-Hungary will enjoy an initial advantage in recuperation by reason of their vanished military establishments, Mr. Crosby sees. And as financial perplexities and this advantage to rivals become apparent in Western Europe the military establishments left intact by the peace treaty are likely to be reduced, he believes. Several years before the great war come Mr. Crosby began to advocate the creation of a League of Nations that would abolish all national armaments in favor of a strictly international police force. The war and the Peace Conference have not altered his devotion to that idea.

"That wars will occur as long as separate nations maintain armies and navies to support their separate ambitions is a fact not weakened by the length of the whitebeards who tell you different. Crosby and Hanna stopped their feuds and duelling when a Sheriff was created to guard over and between them until a court could adjudge their dispute. It is not different in the case of Governments."

The hour had come to go, yet I was curious about the date of the next war.

"The world will need five years to rest and recuperate and ten more before another great conflict can be staged," my host concluded. "In all Governments the power is inherent for a few men to say or do things that provoke war. With this fact to reckon with, enduring peace will remain a phantom until the instruments for making war are taken away from separate Governments and intrusted entirely to a society of nations."

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Of all Grocers, Chemists, etc.
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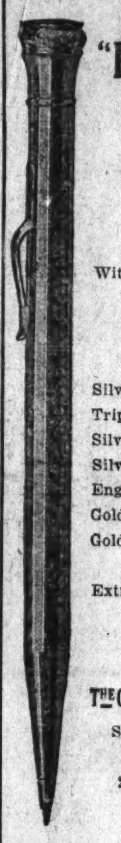
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America Must Attempt To Lower Wheat Prices

Eastern States Clamoring For Action But Congress Does Not Know How To Do It

Washington, August 12.—The present price of wheat apparently is to be the first thing that the administration will attempt to lower if it can bring it about, according to indications here. A half dozen different proposals have been suggested, but it is known no definite plan has been agreed to. The fact that Julius H. Barnes, the government wheat director, has been added to the "cost of living" committee of the Cabinet is indicative that the administration hopes to work something out, or at least tackle it, on wheat. Barnes is to be here for the big meeting Tuesday, when the administration program will be discussed.

Situation Is Misunderstood

A regular flood of protest is appearing in Eastern newspapers and in letters sent by the National Consumers' League against the government selling bread on the basis of the guaranteed price of $2.26 a bushel for No. 1 wheat. The tone of this propaganda is that as long as wheat stays up, bread stays up, and everything else revolves around bread. Apparently, there is much misunderstanding over the real situation, for many of the editorials and letters state that if the government only took its hands off the wheat situation wheat would drop to nowhere and bread would come tumbling down in price.

Evidently some members of the administration share that view overlooking the fact that wheat today on every market is selling not at the government price, but above the government price.

Haven't Consulted The West

Thus far no Western members of Congress have been consulted over the wheat situation, although Chairman Gronna of the Senate agricultural committee said today if the government did attempt to take hands off the wheat situation entirely the persons agitating for a change would get a surprise. He predicted wheat prices would go bounding up instead of down, in view of the great shrinkage in the United States' yield, and similar shrinkage in other countries. The proposal being urged upon the administration is to put the wheat on the basis of $2.26, with lower prices for lower grades, and then resell it to the mills at a much lower price, so that bread could be sold cheaper—the government pocketing the loss.

The loss would be met from an appropriation of 1 billion dollars which Congress made to enable the government to make good its guaranteed price.

Don't Know What To Do

The plain fact of the cost of living situation is that the administration, from President Wilson down through his Cabinet, is very much in the air and doesn't know what to do. And Congress is in about the same fix. The only machinery that existed at all to curb food prices was in the Food Administration, and the administration calmly proceeded to dismember and get rid of all the war emergency organisations.

England and France kept their war food agencies intact, and observers who have recently returned from Europe say they are doing a more valuable work now than they did during the war and are more needed.

The plan of the government taking over the wheat at $2.26 and reselling it at a lower price was urged six months ago but the administration rejected it. And to the surprise of everyone here wheat from the new crop is selling above the guaranteed price. Now it wants to change the condition.

But Little Has Been Done

Congress has passed and is passing a myriad of resolutions calling for inquiries and probes. Some are already on. It is calling the food and clothing profiteers bad names—just like the administration is—and that is all it is amounting to to date. Out of it all may come some relief perhaps. But one thing is certain. There will be a lot of talk, if nothing else is done.

The Senate passed today the Myers resolution for a probe into inflated currency. Next week it will pass a resolution for a general probe into living costs. But the House, called back from an expected vacation, is more philosophical about it. The President having promised to present a program—it probably will just wait for that program to come. For, be it said, the man or set of men who could outline some plan that really would pull living costs down would be a mighty popular personage right now, and the House frankly admits it doesn't know what to do.

33 KILLED AND 700 HURT DURING CHICAGO RIOTING

Special Grand Jury Is Impaneled To Begin Investigation Of The Trouble

Chicago, August 4.—After the calmest night in the Black Belt for more than a week selection was begun today of a Grand Jury before which will come the cases of white men and negroes who are accused of participation in the race riots which caused the death of twenty negroes and thirteen whites and the injury of hundreds.

The Coroner has fixed the number of dead at thirty-three and the City Health Commissioner has found that 306 people injured in the riots were treated in hospitals. He expressed the opinion, however, that perhaps 400 or more who were injured in the riots never reported at hospitals and consequently the total number of injured will never be known officially.

Much excitement was caused early today by persistent reports telephoned into headquarters of the Second Regiment that a crowd of 500 men was gathering at South Ashland Avenue and West Fifty-ninth Street. When a company of troops reached the scene the crowd had vanished.

Several thousand negroes, who expected to return to work in the Stock Yards today after nearly a week's absence on account of the riots, must wait until the unrest caused by the disturbances in the district has subsided.

In impaneling the special August Grand Jury which is to investigate the recent riots, Judge Robert E. Crowe in the Criminal Court declared that a state of anarchy exists in the city and that a few hangings would have a salutary effect on hoodlumism.

In a statement issued today Governor Frank O. Lowden said: "Order has been restored in the danger zone. Peace reigns there, but let it be remembered that it is only because of the presence of the troops."

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While they last

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Head Office: 127 Szechuen Road

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

Dr. James Yuking's

Office for Venereal Diseases is now removed to 73 NANKING ROAD.

Hours: 10 a.m. to 5 p.m. daily and by appointment.

Special consideration to men in uniform.

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NOTICE

Miss A. Gauhman, Russian lady dentist, desires to announce her return to practice at No. 20, Nanking Road. Hours 9 to 12 and 2 to 6.

Carpets and Rugs FOR SALE AT REASONABLE PRICES

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Opposite Race Course.

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MUNICIPAL NOTIFICATION

No. 2642

Choleraic Diarrhoea

The attention of the Public is particularly directed to the following Notice issued by the Health Department:—

CHOLERAIC DIARRHOEA

Caused by Food Infected by the Excretions of a Previous Case

HOW TO PREVENT

EAT AND DRINK

Nothing that has not been recently cooked, boiled or otherwise sterilised.

DO NOT CONSUME

1. Fruit, vegetables, salads, melons, etc., which have not been cooked or otherwise sterilised.
2. Food on which flies have settled.
3. Milk or cream which has not been boiled or sterilised.
4. Ice-cream unless made from boiled materials.
5. Water which has not been boiled or filtered through a germ-proof filter, the candle of which should be boiled once a week regularly.
6. Aerated waters or other drinks unless of the best quality.

FRUITS, TOMATOES, ETC. CAN BE STERILISED

so that they can be safely eaten raw, and without spoiling the flavour, by dipping for a few seconds in briskly boiling water.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, August 7, 1919.

25154

LOST

A Bank draft, letter "Shen" (申), No. 349, for $1,000 issued by the Tung Wai Bank (通真銀行), Tsinan, in name of The Foong Chen Yung (豐晟永) payable at the Tung Wai Bank, Shanghai, due in five days, has been lost.

The public are hereby cautioned not to negotiate the said draft, as its loss and cancellation have been declared at the Bank concerned.

Same notice is appearing in the Shun Pao and Sin Wan Pao.

FOONG CHEN YUNG, TSINAN.

Shanghai, September 11, 1919.

25322

Dr. med. F. T. Kiang

Physician and Surgeon

(Formerly Assistant at the Surgica University Clinic of Berlin)

Specialist in veneral diseases.

Office: 85 Szechuen Road.

Consultation Hours: 2-4 p.m.

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SZECHWAN CREPE DE CHINE

Direct from the Source of Supply, to any Address in the World.

Travelling through Szechwan Province more than 600 years ago Marco Polo, the celebrated Venetian Explorer, observed this beautiful Crepe de Chine. He took it to Kublai Kahn, the greatest Emperor the world has ever known and Kublai Kahn presented it to the most favoured women of his court, adding charm and beauty to the already most beautiful women in the world. Send us your cheque or Chinese Post Office money order for $20. In return we will mail you one roll of Szechwan Crepe de Chine, postage free. Width 26 inches, length 27 feet. Original Shade.

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Chungking, West China.

Ecole Municipale Française

(247, Avenue Joffre—C. Telephone 455)

L'Ecole Municipale Française, ouverte aux enfants de parents Europeens et Americains *seulement*, comprend une classe enfantine et des Cours en langue francaise et en langue anglaise.

Ces cours, organises selon les plus nouvelles methodes d'enseignement correspondent a ceux qui sont suivis dans le premier cycle des etudes de nos lycees, latin compris, (jusqu'a la seconde).

Les examens que pourront, des maintenant, passer les eleves sont le Brevet Elementaire et, s'ils le veulent, les Cambridge local examinations.

Il est bon de noter aussi l'ouverture a partir d'Octobre d'un cours commercial, qui sera appele a rendre les plus grands services pratiques.

La retribution, payable mensuellement et d'avance, est ainsi fixee:

Classe enfantine .....$ 5 par mois
Cours preparatoires .... 8 „ „
Cours elementaires ... 10 „ „
Cours moyens et superieur ..... 12 „ „

La fourniture des objets courents de papeterie est faite gratuitement. Les livres classiques sont vendus au prix de revient.

Des reductions sont faites dans le cas ou des freres et des soeurs sont en meme temps presents a l'Ecole.

Les Reglements, les Programmes et une demande d'inscription seront evoyes sur demande adressee au Directeur de l'Ecole.

Le Directeur se tiendra a la disposition des parents pour l'inscription des nouveaux eleves ou pour tout autre renseignement tous les jours de 10 heures a midi.

La rentree des classes est fixee au Lundi, 22 Septembre, a 8 heures ½ du matin.

Par ordre,

Le Secretaire du Conseil p.i.

P. LEGENDRE.

French Municipal School

(247, Avenue Joffre—C. Telephone 455)

The French Municipal School, which is open to children of European and American parentage *only*, consists of:

1°) Infant department, 2°) Lower School, 3°) Middle School, 4°) Upper School.

Classes will be held in preparation of both French examinations (Brevet Elementaire) and English examinations (Cambridge local examinations).

The fees, payable monthly in advance, are:

Infant Department .....$ 5 p.m.
Preparatory Course ..... 8 „
Elementary Course ..... 10 „
Middle and Upper Course .. 12 „

Stationery is provided free. Text books are supplied at cost price. A reduction in fees is made when more than one child from the same family is in attendance at the School.

Applications for admission are being now received and Prospectus, Syllabus and forms of entry can be obtained from the Headmaster.

The Headmaster will be at the Parents' disposal every day from 10 to 12 a.m.

The School will re-open on Monday, 22nd September, at 8.30 a.m.

By Order,

P. LEGENDRE,

Acting Secretary.

25343.

A PICTURE

Over 1,000 years old, Tong period (唐), value $100,000. The only one in existence. For inspection, etc., please apply to Sze Yuen Ming, 12 Bubbling Well Road.

25264

SHANGHAI AMERICAN SCHOOL

Registration, September 12 and 13. Class work begins Monday, September 15, 8:45 a.m. Address all inquiries to the Principal, 147 North Szechuen Road, Shanghai.

25198

Royal Danish Consulate General

NOTICE is hereby given that a civil marriage will be contracted under the Act of February 19, 1892, before the undersigned, at this Consulate on the 29th of September, 1919 at 3.30 p.m. by:

ARTHUR CHRISTIAN MARIUS CHRISTENSEN VELLING, bachelor, Chief Accountant to the firm of Andersen Meyer and Co., Ltd., Shanghai, son of Andreas Christensen Velling Esq., and wife Anna, of Copenhagen and

ELLA KELLERMAN, spinster, daughter of Heinrich Kellermann Esq., and wife Caroline, of Copenhagen.

T. RAASCHOU,

Consul General.

Shanghai, September 12, 1919.

25347.

Japanese Bone-setting Treatment

Anyone who suffers from any of the undermentioned troubles may be wondrously and promptly cured:

Fractures.
Dislocations.
Contused wounds.
Incomplete dislocations.
Transmutation of members from injuries.
Disability of motion of joints.
Rheumatism from wounds.

Diagnosis in the forenoon.

Attendance by arrangement in the afternoon.

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Prof. J. K. Seto

Turkish Bath and Massage Establishment

25 N. Szechuen Road, Shanghai.

Tel. North 2768

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Physician and Surgeon

Consulting hours: 11-1 and 4-6

Phone, North 2035

36 Quinsan Road.

24927

FURS FURS FURS

WE beg to inform our friends that, owing to the growth of our business, on October 2nd, we shall open

A BRANCH STORE at C. 123 HONAN ROAD

We are specialists in the sale of all kinds of Furs and promptly execute all orders. We also purchase the best quality of Foreign Skins.

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Established over 20 years

4 Honan Road: Phone. C. 4048: Branch Office: C. 123 Honan Road.

Directorate General of Posts

Notice to Building Contractors

Proposed Head Post Office and Residence Buildings at Kaifeng, Honan.

The Chinese Postal Administration invites tenders for:—

A.—The Erection of two European Residences with Outhouses and Boundary Walls, also drainage and lay out of the gardens.

B.—The Erection of New District Head Office (including construction of reinforced concrete pillars, beams, tower, etc.) and certain Outhouses, also Boundary Walls, Yard Paving and drainage works.

Experienced contractors wishing to tender for the works A & B may on or after the 13th September, obtain copies of the Plans, Specifications, and Form of Tender, by a written application to the Credit Foncier d'Extreme-Orient at any of the following cities: Shanghai, Tientsin, Hankow and Peking. Applications for plans and specifications in respect of each of the above works to be accompanied by a deposit of $10, which amount will be refunded on receipt of a bona fide tender, or on return of the plans and specifications within a week. The Conditions of Contract may be examined at the above mentioned agencies.

The Contractor whose tender may be accepted for the general building works, A, or B, will be required to find two guarantors for the due performance of the contract.

Tenders, addressed as indicated on the forms provided, must be delivered at the Directorate General of Posts, Peking, under sealed cover, marked Tender A, or Tender B, for Kaifeng Postal Buildings, not later than noon on the 29th September, 1919.

The Postal Administration does not bind itself to accept the lowest of any of the tenders. No payment will be made for expenses incurred in tendering.

By Order of the Co-Director General,

W. W. RITCHIE,

Postal Commissioner.

Chinese Post Office,

Shanghai, 13th September, 1919.

25346

NOTICE TO EXPORTERS

We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.

Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.

Any inquiry will have our immediate attention.

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Telephone: Central Nos. 2385 and 4008.

H. C. WANG

General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

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Eye-Sight Specialist

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10 to 12 a.m. 2 to 5 p.m.
and by appointment

38, Nanking Road
1st Floor

Financial And Business Conditions In The U.S.

(Guaranty Trust Company Bulletin)

New York, August.—Trade relations with Germany have been resumed, following the ratification of the Peace Treaty by the German National Assembly. A general enemy trade license has been issued under which trade and communication prohibited under the Trading with the Enemy Act will be permitted, subject to certain specific exceptions. Under these last the importation from Germany or elsewhere of dyes, dyestuffs, potash, drugs, or chemicals which have been produced in Germany is forbidden, without special license, and the restrictions upon trade with Hungary and Bolshevist Russia are continued. It is incidentally provided in the detailed statement of the Government that the general export license will not cover arms, ammunition, and explosives consigned to Mexico or China; machinery or materials intended for the manufacture of munitions, and radio or wireless apparatus consigned to Mexico; and wheat and wheat flour, the exportation of these last having been vested in the Wheat Director.

Dealings in exchange on Germany have already been resumed. Both sight bills and cable transfers are being quoted at rates ranging from 8 cents to 8½ cents a mark. Meanwhile German bankers are reported to be making inquiries regarding the establishment of credits here.

Exchange Situations Serious

The recent course of foreign exchange has caused apprehensiveness on the part of exporters and bankers. Bills on England have been offered in such large quantities as to depress the price for pounds sterling to as low as $4.265 compared with a par of $4.8665. Corrective measures are under consideration, but it is generally assumed that only the establishment of credits here by European buyers will remedy the situation. Many exporters who have taken the view that the banks should undertake the entire burden of providing credits here against which bills could be drawn for the payment of goods exported are beginning now to se that this is a task in which all must share. Europe must continue to obtain goods here for some time, however discouraging to purchasers the exchange rate may be, but exporters who have come into a falling market with bills on which they too must realise can take litle satisfaction in this necessity of Europe's. The solution of the problem is held to be in greater co-operation of bankers, manufacturing and producing interests, and the general public in providing means to finance Europe during the period of readjustment.

To Finance Foreign Customers

Senator Edge of New Jersey has introduced in the United States Senate a bill which he describes as "an enabling act concretely to provide for the financing of foreign purchasers of American export goods by American capital." This bill provides for the Federal incorporation of concerns organised for the purpose of engaging principally in international or foreign banking or other financial operations and the supervision of their transactions by the Federal Reserve Board. According to the author of the bill these corporations would be permitted not only to exercise the ordinary banking functions, but also to make cash advances to foreign purchasers of American exports on security approved by the Federal Reserve Board. The companies would be allowed to establish foreign branches and to hold stock in any other corporation organised under the proposed legislation. No corporation so organised would be permitted to invest in any one corporation an amount in excess of ten percent of its own capital and surplus, or to carry on any part of its business in the United States except such as the Federal Reserve Board might consider incidental to its international of foreign business.

The Year's Shipbuilding Record

For the first time since 1856 half of the merchant tonnage of the United States is registered for foreign trade, according to the official returns of the Bureau of Navigation, Department of Commerce, for the fiscal year ended June 30, 1919. Not including 56 ocean steamers of 405,000 gross tons, temporarily employed as transports by the Army and Navy, there were on that date 2,058 ships of 1,000 gross tons or more, having a gross tonnage of 7,300,022 which were available for foreign trade. The entire merchant marine on that date, still excluding the 56 troopships, comprised 27,300 vessels of 12,800,000 gross tons. At the outbreak of the war our fleet had a total gross tonnage of 7,928,688, the seagoing merchant ships of 1,000 gross tons or more numbering 755 of a gross tonnage of 2,128,731. During the year ended June 30, last, the ships built and officially numbered in the United States totalled 2,182 of 3,739,372 gross tons, not including 59 vessels of 121,112 gross tons built for foreign owners, making a grand total of 2,241 vessels of 3,860,484 gross tons, or two-thirds of the world's output for the year, compared with 3,332,882 gross tons launched in 1913 throughout the world, the world's largest annual output before the war.

The Street Railways Situation

The Federal Electric Railways Commission appointed by President Wilson to investigate the street railway situation and to recommend measures of relief, has begun its hearings at Washington. So far the testimony given has been in behalf of the railway companies. It has been largely a plea to the public to regard the problem impartially, the belief being that a recognition of the simple facts must inevitably support the contention that increased fares are necessary. While the cost of service has been advancing steadily during the last few years, the public has refused to accept an increased fare. A persistence of this attitude, it is held, will bring ruin to the owners of the properties, discharge of employes, and deterioration of service to the public. The tendency toward bankruptcy is already well defined and the spectre of municipal ownership has arisen. The railway men hold that in addition to other difficulties they have been forced to endure the consequences of Government control, but that they are not permitted to make such readjustments of rates as the results of this control impel them toward. The Commission has no authority to enforce its recommendations, but it is believed its findings will have a great influence upon public opinion.

Wheat Control Provided

By proclamation of the President, Julius H. Barnes, Wheat Director, has been authorised to make all regulations and orders for the importation and exportation of wheat. By those who know of Mr. Barnes' opposition to any plan that would bring about a decrease in the cost of bread at the expense of the billion dollar fund created to protect the Government's guarantee of wheat prices to the producers, this vesting of authority is taken to mean that no such plan will be countenanced.

According to the report of the Department of Agriculture the condition of all wheat on July 1 was 86.6 against 93.8 on June 1, last; 81.9 on July 1, 1918; and 81.6 on July 1, the ten-year average. The indicated production is 1,161,000,000 bushels, against 917,100,000 bushels in 1918, and 636,665,000 bushels in 1917. The amount of wheat remaining on farms on July 1 is estimated at about 19,644,000 bushels, compared with 8,063,000 bushels on July 1, 1918. The indicated production of corn this year is 2,815,000,000 bushels; of oats, 1,403,000,000 bushels; and of rye, 103,000,000 bushels.

Report On War Finances

Secretary of the Treasury Glass has submitted to the Finance Committee of the Senate and the Ways and Means Committee of the House a number of statements covering the financial operations of the Government from April 6, 1917, to June 30, 1919, and the financial situation as of the latter date. Prominent in these statements is the reiteration of the opinion that no further popular war loans need be floated, and that short-term notes to financial institutions will provide sufficient funds if taxation is not too abruptly curtailed and strict economy is practiced. He reports the total of war-time expenditures of the Government as $32,427,469,054, of which $30,177,000,000 was chargeable directly to the war, without deducting $9,102,285,015 in foreign loans, practically all of which is guaranteed by the Allies. Not including installments on income and excess profits taxes for the fiscal year ended June 30, but which are yet to be paid, the total revenues from April 6, 1917, to June 30, 1919, were $9,384,278,708. Expenditures in the month of June, 1919, amounted to $809,000,000, or less than for any month since September, 1917. Expenditures for the fiscal year just ended amounted to $18,514,000,000. The preliminary statement of the public debt shows bonds totalling $17,187,686,603.50 and notes and Treasury certificates totalling $3,634,217,490, which, with War Savings Certificates and old debts, gives a total gross debt of $25,484,505,160.05.

Trade With China

Interesting data on the trade of the United States with China are given in the annual report of J. Harold Dollar, President of the American Chamber of Commerce of China. After having 47 percent of China's foreign trade in 1860 America dropped back until in 1910 this country had only about 6.5 percent of it. In 1917 the percentage had increased to 16, and Mr. Dollar believes that this country during the next ten years will win back the position occupied half a century ago. He says that in the last twenty-five years the American people have donated to China an amount of money greatly in excess of the profits that American merchants have made out of China's trade. Among the chief items of import from China during 1918 were: raw silks, $67,740,580; raw cotton $20,436,579; bristles, $6,295,070; skins and hides, $25,771,072; teas, $21,789,172; sheep's wool, $10,743,680; antimony, $6,182,384; egg products, $12,239,677; bean and wood oil, $23,492,673. Among the chief items of export from this country to China were: kerosene, $34,021,749; cigarettes, $31,888,287; leather, $9,881,794; electrical materials, $4,107,787; raw cotton, $6,534,348; piece goods, sheetings, $10,209,710; paper and cardboard, $8,332,390; locomotives, $3,649,676. The chief items among China's imports in which the United States did not participate were: cotton yarn, $19,994,599; piece goods, gray shirtings, $11,174,075; piece goods, white shirtings, $12,802,652.

Business Conditions

There are no indications of any abatement of the unusual buying movement that has spread over the country during the last few weeks. On the other hand there are suggestions in the constantly mounting prices of commodities that producers see a genuine shortage in the not distant future unless industrial unrest is composed and the labor forces of America turn whole-heartedly to that increased effort which the destruction of war and the enlarged foreign demand made imperative if prosperity is to be maintained. There are numerous and serious strikes throughout the country, notably that of the marine workers in New York harbor.

The Money Market

Rates covered a wide range last week, call loans on mixed collateral running from 5½ to 7 percent, and those on all industrial collateral from 6½ to 12 percent. Time money rates were also high, 6 percent being asked for all dates and a somewhat higher rate for all industrials. Trading on the Stock Exchange continues heavy, so great, in fact, that the Exchange was closed last Saturday to give brokerage houses a chance to catch up on their books.

The Summer
is the time for
AMERICAN
APPLE CIDER
SOLD EVERYWHERE
Connell Bros. Co., *Agents*

O.V.B.
OREGON VERY BEST
The Ideal Beverage
For The Summer
Gande, Price & Co., Agents

The Ault & Wiborg (Shanghai) Co.

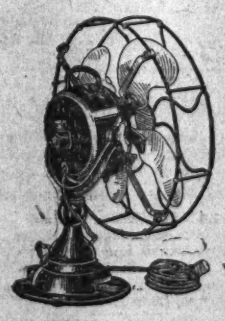
Manufacturers of:
LETTER PRESS INKS
LITHO INKS
OFFSET INKS
LITHO SUPPLIES
BRONZE POWDERS
CARBON PAPERS
TYPEWRITER RIBBONS
ANILINE DYES
DRY COLOURS
CARBON BLACKS

Agents for:
MIEHLE PRESSES
SCOTT OFFSET PRESSES
SCOTT NEWS PRESSES
SCOTT LITHO PRESSES
U.P.M. BRONZING MACHINES
SEYBOLD PAPER CUTTERS
SEYBOLD EMBOSSERS
CHAMPION PAPER CO.

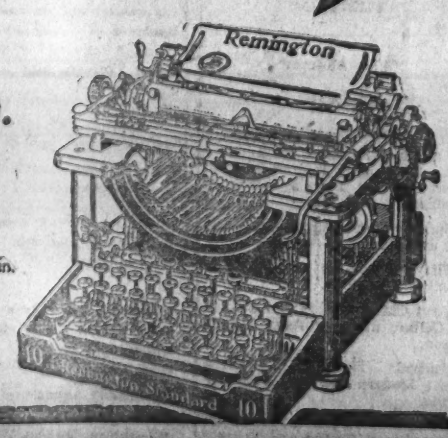
37 Canton Road, Shanghai.
Hongkong Branch, 19 Ice House, St.

LA PERLA
DEL
ORIENTE
GENUINE
MANILA CIGARS
Sole Agents:
TABAQUERIA FILIPINA

Are you as well as you would like to be ?
If not, try
WATSON'S HIGH-CLASS AERATED WATERS
They are pure, wholesome and absolutely safe: they make you fit and keep you fit.
The perfect purity of our waters is ensured by a battery of Berkefeld filters of the latest design, and the influence of powerful ultra-violet rays. In fact our sterilisation is the last word in the sterilisation of water.
The ingredients used by us are of the best quality only, and are all of British manufacture.
Demand price list and try our waters.
WATSON'S MINERAL WATER CO.
16 Nanking Road, Shanghai
Telephones: Town office and depot, Central 2726
Factory, North 795

"FREEZOR" FANS

CEILNG FANS
OSCILLATING FANS
PLAN DESK FANS
in all sizes
or all Voltages.
Visit Our Electrical Showrooms and INSPECT the VARIED TYPES.
The General Electric Co. (of China), Ltd.
Telephones 1608 & 1606
Telegrams: "GENLECTRIC"
1 & 2 NINGPO ROAD, SHANGHAI.

THIS WEEK
Specially displayed in Furniture Dept.
All up-to-date Patterns of
Washing Stands,
Enamelled Baths and Basins,
White Porcelain Troughs,
Nickelled Towel Racks,
Etc., Etc., Etc.
for
Residences
Schools
Hospitals
THE SINCERE CO., LTD.
The chief source of supply for
Bathroom Fittings and Lavatory Fixtures.

$ Mex. 143 Net
Model 10 "A"
Direct from Remington Factory
Remington
Typewriters


MUSTARD & CO.
22 Museum Road, Shanghai.
Tel. Central 2341
Branches: Hongkong, Hankow, Tientsin, Harbin.
Sole representatives for China, including Hongkong and Macao.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending September 11:

During the past week the market has shown a marked activity. Cottons have risen considerably, both for cash and forward delivery.

At the Singapore Rubber auctions at present being held, the market opened with the average price for for standard quality No. 1 Ribbed Smoked Sheet at S$0.92½ per lb. ex warehouse, equivalent to 2/2½d sterling, and the last prices advised are, for the same quality rubber S$1.14, equivalent to 2/8½ sterling. The prices ruling for forward sales for the year 1920 are advised as follows:

Average price for standard quality No. 1 ribbed smoked sheet $1.13 per lb. ex warehouse, equivalent to 2/8¼d. sterling.

Average price for standard quality No. 1 pale crepe $1.15 per lb. ex warehouse, equivalent to 2/8¼d. sterling.

As a consequence of the sudden increase in the sale of the raw material, local rubber shares have begun to receive much more attention, and although prices have so far not advanced very much, there is considerably more inquiry for most shares, and should the price of rubber be maintained, local shares will we think advance.

Chinese and Foreign Banking Announcements

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:

37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT

Exchange Bought and Sold

Commercial and Travellers' Letters of Credit

Travellers' Checks

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai.

ASTOR HOUSE HOTEL

TIENTSIN

Cable Address

ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 45,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabax."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every description transacted.

Foreign and Domestic Exchange business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokonama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

E. E. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. SIBAS.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) ...	55,000,000
Reserve Fund	26,960,000
	Kuping Tls.
Capital Contributed by Chinese Government ..	2,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hankow	Nicolayewsk
Chanchun	Harbin	O/Amur
(Kwan-chendze)	Pristan	Peking
Chefoo	Hongkong	Yokohama
Dairen	Manchouli	Tientsin
Hailar	Newchwang	Shanghai
		Vladivostock

Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on appr
Savings Accounts—4
Every description of
ness transacted.
Modern Safe Deposit
SHEN CHU HS
SHU CHIN MI
C. C. YANG.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DENEETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any angle not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balace. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,00000
Paid-Up Capital Sh. Tls. 2,50000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum
For 6 months at 4 % per annum
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,563,060.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia; Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio, de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Ma

Nederlandsche Handel Maatschappij
(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

R. G. J. WYNBERG.

The Chekiang Industrial Bank, Ltd.

Established 1908.

Capital $1,000,000
Reserve Fund $50,000

Head Office, Branches and Agencies, Hangchow, Shanghai, Haimon, Lanchi.
Agencies at the principal Cities throughout China.
Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.

Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.
Every description of Banking and Exchange Business transacted.
Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterlings, Gold Dollars and Yen according to arrangements.
Credits granted on approved securities.
Safe Deposit Boxes for rent on application.

SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.
Interest allowed on Savings Fixed Deposits according to arrangements.
Cheque-books or Savings Pass-books at Depositor's disposal.

LI MING, *Manager.*
CHEN SIN TSENG, *Sub-manager.*
ZAI MOH ZUNG, *Sub-manager.*

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
[illegible] description of Banking [illegible] Exchange business transacted. Interest allowed on Tael [illegible] Accounts at 2 % per annum [illegible] Fixed Deposits at rates [illegible] may be ascertained on application.
C. W. BEATH Manager.
[illegible] Bund.

Banque Industrielle de Chine

Capital ..... Francs 75,000,000
one-third of the Capital, i. e. Frs. 25,000,000, subscribed by.
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthallot.
General Manager, A. J. Pernotta.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.
Every description of Banking and Exchange business transacted.
Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.50
Special Reserve Fund $1,898,925.48

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending September 12:

White Silk.—The small business that has been done has very considerably heartened Silk dealers who now for the most part seem inclined to hold out for full limits and do not seem disposed to sell further at current rates.

Tsatlee Filatures.—Black Horse, 1, 2, 3 Tls. 685 av. Bicycle, A. B. C. Tls. 685 av. Blue Fish, 1, 2, 3 Tls. 685 av. Nine Dragon, 1, 2, 3 Tls. 685 av. Kung Kee Mars, 1, Tls. 610/605.

Tsatlee New Style.—Common Tls. 615.

Steam Filatures.—A considerable business has been passing at current rates.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai
Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Hankow-Hongkong-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

[illegible] exports financed.
[illegible] credits established.
[illegible] on, and telegraphic payments effected in, World.

Financial And Commercial News

Exchange and Bullion

Shanghai, September 13, 1919.

Money And Bullion

Sovereigns: buying rate,
@ 6/-=Tls. 3.3333
@ exch. 73.3=Mex. $4.5474
Gold Dollars: Bank buying rate,
@ 125¼=Tls. 79.84
@ exch. 73.3=Mex. $108.92
Mex. Dollars: Market Rate 73.05
S'hai Gold Bars: 978 touch Tls. 196
Copper Cash .... per tael 187.000
Native Interest ..... Tls. 04

Latest London Quotations

Bar Silver ..... 60⅝d.
Bank Rate of Discount 5%
Ex., Paris on London . Fr. 34.62
Ex., New York on London T.T. G. $4.16¾

Exchange Closing Quotations

London ..... T.T. 6/-
London ..... Demand 6/-¾
India ..... T.T. 300
Paris ..... T.T. 960
Paris ..... Demand 963
New York ..... T.T. 125
New York ..... Demand 125¼
Hongkong ..... T.T. 66½
Japan ..... T.T. 39½
Batavia ..... T.T. 325½
Singapore ..... T.T. 39¼

Banks Buying Rates

London ..... Demand 6/1
London Nom. 4 m/s. Cdts. 6/3
London Nom. 4 m/s. Docy. 6/3¼
London Nom. 6 m/s. Cdts. 6/3½
London Nom. 6 m/s. Docy. 6/3¾
Paris ..... Nom. 4 m/s. 1033
New York .... o/d. Docy. 126½
New York ..... 4 m/s. 134¼

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 5,800 ..... =Tls. 100
Roubles 100 ..... =Mex. $2.25

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls. 3.07 @ 5/10¼ £1
" 1 @ 936 Francs 10.43
" 0.73 @ 123¼ Gold $1
" 1 @ 40¾ Yen 2.73
" 1 @ 15 Rupees 4.89
" 1 @ 1.50 Mex. $1.50
" 1 @ — Roubles —

Shanghai Produce & Stock Exchange Transactions

Shanghai, September 13, 1919.
Shanghai P. and S. Exchange
Tls. 21.40 Oct.
Japan-China S. & W. Co.
Tls. 29.00 Nov.
Local Yarn:
Water Moon 16's
Tls. 224.00 Oct.
Tls. 224.00 Nov.
Water Moon 16/20's
Tls. 232.70 Oct.
Tls. 226.50 Nov.
Tls. 223.50 Dec.
Tls. 221.60 Jan.
Phoenix & Wedding Tls. 209.50 Sept.

Stock Exchange Transactions

Shanghai, September 13, 1919.

TODAY'S QUOTATIONS

Official
Batu Anams Tls. 0.75
New Eng. Tls. 26.00 Sept.
Tls. 28.50 Dec.
Langkats Tls. 22.00
Tls. 23.00 Dec.
Tls. 24.00 Dec.
Yangtszepoo Cotton (Ord):
Tls. 17.25 Dec.
Tls. 16.00 Sept.
S'hai Cotton Tls. 205.00 cash
Tls. 225.00 Dec.
Kungyik Cotton Tls. 31.00
Tls. 32.00 Dec.
Tls. 29.50 Sept.
Y'poo Cotton Tls. 17.35
Tls. 17.40 Dec.
S'hai Dock Tls. 126½ Dec.
Unofficial
Kungyik Cotton Tls. 31.50 Dec.
New Eng. Tls. 26.25 Sept.
Ewo Cotton (Ord.) Tls. 375.00
Tls. 377.50 Dec.
Y'tszepoo Cotton Tls. 17.35 Dec.
S'hai Cotton Tls. 207.50 Sept.
Tls. 222.50 Dec.
Anglo-Javas Tls. 10.00 Dec.

Cotton Market

Messrs. A. B. Rosenfeld and Son write as follows in their report dated September 13:

China Cotton.—The market has had a distinctly weak appearance almost throughout the past week, and without any great excitement prices were carried down nearly one tael from the level of a week ago. Notwithstanding the enormous profit-taking which was constantly indulged in by those who had been engaged on the short side, the market showed very little resisting power, and no rally of consequence has been experienced so far.

The dominant feature of the decline was in sympathy with the heavy decline in Mid-Americans and Indian cotton coupled with the fact of the ideal climatical conditions, the crops having progressed very well in consequence and are making some improvement. In addition to the foregoing, in our opinion, we believe the principal cause is to be found in the general revulsion of feeling regarding the future outlook. The attitude seems to be gaining ground among the trade that the expectation of any scarcity of cotton during this season, which has so long been insisted on by bullish enthusiasts, is entirely unwarranted, in spite of the fact that the new crop is estimated as only 60 percent to 70 percent. With this the visible supply on September 1 promises an adequate quantity of cotton even if consumption should run close to last's season's record. Whether this prospective supply will be increased or diminished by weather conditions, remains a question of the future. The eventuality of abnormal unfavorable weather from now on, however, and an early frost, also favorable "Exchange" for export, should also be accepted as a probable basis for operations.

Under the present circumstances, therefore, we can only reiterate that we expect the course of prices downward. It would be imprudent, however, to ignore the possibility of a turn in the tide.

Messrs. J. Spunt and Co's. report dated September 13, says:

China Cotton.—The market since our last issue continued quiet toward the middle of the week under review when a firmer feeling was perceptable as permeating the local market and prices showed an upward tendency evolving out of a brisk business reported to have been consummated in purely speculative circles. This activity broke, as it were, the monotony so long prevalent and no sooner such subsided than a reaction took place bringing prices down about one tael per picul lower than those prevailing a few days previously with an easier feeling at the close.

This condition may be attributed to the continued low figures now being registered in Mid-American and Indians as well as to the very little buying on the part of spinners who appear to be decided for the time being in pursuing a waiting policy and while such an attitude may prove to be advantageous, it is well not to lose sight of any weather contingencies which may yet affect the new season's crop adversely. Tone of the market, easy.

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Equitable . . . . . Fire
South British . . . . . Marine
Railway Passengers . . . Motor Car

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ST. GEORGE'S GARDEN
Bubbling Well Road

TONIGHT
Open-Air Cinema Show
HELEN CHADWICK
in
"GO GET'EM GARINGER"
5-Part Drama, Pathe's Production

Pathe's News and other New Films

Amusements

ISIS THEATRE

PROGRAMME
for
Monday, Tuesday, Wednesday and Thursday, 15th, 16th, 17th and 18th September.

"MRS. WIGGS OF THE CABBAGE PATCH"
Five Parts.
From the famous novel of the same name.

Also Showing 9th Episode
"BEATRICE FAIRFAX"
Very amusing and interesting developments are portrayed in these two reels.

AMUSEMENTS

5th Season LYCEUM THEATRE 5th Season

Mr. T. Daniel Frawley
PRESENTS
The Frawley Company
in repertoires of the latest London and New York successes.

Monday and Tuesday, September 15 and 16	"THE BRAT" A Comedy, by Maud Fulton
Wednesday and Thursday, September 17 and 18	"THREE FACES EAST" The Great German Spy Play By Anthony Paul Kelly
Friday and Saturday, September 19 and 20	"EAST IS WEST"

Prices $3, $2 and $1 Usual Prices
Booking at Montrie & Co. Children Half-Prices

N.B. The Curtain rises promptly at 9.15 p.m.
The Curtain at Matinees rises promptly at 3.15 p.m. 35169

THE DAINTIEST, SWEETEST GIRL
IN MOTION PICTURES
Marguerite Clark
IN
"The Fortunes of Fifi"
A COMEDY DRAMA IN SIX ACTS
IS TO BE SEEN
At the VICTORIA THEATRE
ON SEPTEMBER 14th and 15th

LYCEUM THEATRE
SHANGHAI

Coming! Coming! Coming!

GRAND OPERA COMPANY

(FOR THE FIRST TIME IN THE FAR EAST.)

Personal Representative: L. FEODOROFF.

PERSONNEL

Dramatic Soprano: H. Gusieva
Soprano: C. Osipova
do. B. Sasanzova
Coloratura Soprano: O. Kazanskia
Mezzo-Soprano: I. Burskia
do. M. Sirianova
Sopranos: Z. Ivanova, B. Losieva
Tenors: B. Danilov, A. Preobrajensky, N. Busanovsky, G. Shernenko, Svetloff
Baritones: B. Chochloff, L. Garlenko, S. Ulianoff, Clarjianovsky
Basses: B. Voinoff, Magsky, Tuizinoff, Ardotoff
Ballet: Feodorova, Nosova, Morosova, Oassan

Costumes: Mme. FEODOROFF. Stage Manager: SHOSTAN
Conductors: Mr. VOSILIEFF and Mr. FURST.
CHORUS of 20: ORCHESTRA of 25:
Direction: A. STROK.

REPERTOIRE

CARMEN
AIDA
TRAVIATA
RIGOLETTO
ROMEO AND JULIET
MIGNON
CAVALLERIA RUSTICANA
PIQUE DAME
EUGEN ONEGIN
FAUST
PAGLIACCI
TOSCA
MADAME BUTTERFLY
THAIS
THE HUGENOTS
THE JEWESS
THE DEMON
BORIS GODOUNOV

The Story of A Great Fighter
WHO LOVED AS HE FOUGHT WITH ALL HIS MIGHT AND WON WHAT HE SOUGHT IN SPITE OF ALL OBSTACLES
"DAVY CROCKETT"
WITH
DUSTIN FARNUM
IT IS TO BE SEEN
Tonight, 14th and 15th SEPTEMBER
AT THE
OLYMPIC THEATRE

Good Things to Eat and Drink
Short Orders a Specialty
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APOLLO THEATRE TO-MORROW September 15th and 16th
America's Finest Character Actor
WILFRED LUKAS

BESSIE LOVE
The charming little actress and the most sympathetic.

AND in Special Triangle Fine Art Feature

MARY ALDEN
The dainty little artiste, who has been seen in many Triangles with Douglas Fairbanks.

"ACQUITTED"
5 Parts Drama. It is a most human story of simple domesticity and wholly natural surroundings. The story, illustrated in a most pathetic manner.

PATHE'S AMERICAN GAZETTE

LONESOME LUKE in "BILLY BLAZES, Esq"
Harold Lloyd comedies are the best cure for blues we know of.

Matinee, Today 3.30 p.m.
"TWENTY-ONE"
5 Part Comedy.

Tonight 9.15 p.m.
"THE COMBAT"
Six Parts of a good Drama

-:- GENERAL SHIPPING NEWS -:-

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Hwahta, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain Pickard, will leave on Sunday, September 14, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tatung, Captain C. C. Williams, will leave from the French Bund on Monday, September 15, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Str. Kiangyu, Captain W. Phillip, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Steamer Talee Maru, Captain G. Kawamura, will be despatched from N.K.K. Pootung Wharf on Monday, September 15, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Luenho, 2,868 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Monday, September 15, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Frazier, will leave from the French Bund on Tuesday, Sept. 16, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. Suiyang M. Capt. S. Kusakari, will be despatched from the N.K.K. Pootung Wharf on Tuesday, Sept. 16, at about 12 o'clock midnight. For Freight and Passage, apply to THE NISSHIN KISEN KAISHA. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Suiwo, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunts Wharf on Tuesday, September 16, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Chungking, Captain J. Meatrel, will leave on Wednesday, September 17, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No 77.

HANKOW & PORTS.—The Co.'s Steamer Fengyang Maru, Captain S. Takano, will be despatched from N.Y.K. Mail Wharf on Wednesday, Sept. 17, at about 12 o'clock midnight. For Freight and Passage, apply to THE NISSHIN KISEN KAISHA. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2,664 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunts Wharf on Thursday, September 18, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Waishing, 1,864 Tons, Captain Tapsell, will sail for the above-mentioned ports from Hunts Wharf on Wednesday, September 19, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckwo, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunts Wharf on Friday, September 20, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

For Southern Ports

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Shantung, Captain Monkman, will leave from the French Bund direct for the above ports on Sunday, Sept. 14, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77.

WENCHOW.—The Str. Kwangchi, Captain C. L. Crawford, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. Scott R. N. R., will leave from the French Bund on Monday, September 15, at 5:30 p.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Captain D. D. Ross, will leave on Tuesday afternoon at 4 p.m. For Freight or Passage, apply to C.M.S.N. Co.

FOOCHOW.—The Str. Hsinchi, Captain J. Bowman, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The Str. Kwanglee, Capt. A. P. Sangster will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Tean, Captain A. J. Scott, will leave from the French Bund direct for the above ports on Tuesday, September 16, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sunning Captain W. Benson, will leave from the French Bund direct for the above ports on Thursday, September 18, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77.

HONGKONG.—The Str. Chicago Maru, Captain S. Yamane, will be despatched from the Co.'s Yangtszepoo wharf on September 19, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. Keelung Maru, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on September 26. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.

For Northern Ports

ANTUNG.—The China Navigation Co.'s Steamer Kwellin, Captain A. McDowell, will leave on Sunday, September 14, at 2 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

TIENTSIN.—The China Navigation Co.'s Steamer Chengtu, Capt. C. H. Pennyfather, will leave on Sunday, Sept. 14, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

CHEFOO & TIENTSIN.—The Str. Feiching, Captain J. Smith, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN.—The China Navigation Co.'s Steamer Chinkiang Captain C. D. S. Mills, will leave on Tuesday, September 16, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

NEWCHWANG.—The China Navigation Co.'s Steamer Yunnan, Captain J. B. Evans, will leave on Tuesday, September 16, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Captain McIntosh, will leave from the French Bund on Tuesday, September 16, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The Str. Toonan, Captain C. Taylor, will leave on Tuesday morning. For Freight or Passaeg apply to C.M.S.N. Co.

TSINGTAO.—The China Navigation Co.'s Steamer Yingchow, Captain E. B. Simons, will leave from the Watung Wharf on Wednesday, September 17, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN.—The China Navigation Co.'s Steamer Chekiang, Captain H. A. Walker, will leave on Thursday, September 18, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Harris, will leave the French Bund on Thursday, September 18, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

List of Vessels Loading For Foreign Ports Will Be Found on Page 27

P. & O., British India and Apcar Lines

(Companies incorporated in England)

FOR MARSEILLES AND LONDON
via HONGKONG, STRAITS, CEYLON, EGYPT
S.S. "KHIVA" leaving about 25th October
S.S. "NOVARA" leaving about 7th November

FOR BOMBAY via STRAITS AND COLOMBO
S.S. "DILWARA" leaving about 26th September

FOR CALCUTTA via JAPAN
S.S. "JAPAN" leaving about 30th September

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Wireless Telegraphy fitted on all steamers.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered or cancelled without notice.

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Telephones: Central 169 & 2069

CP OS
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PROPOSED SAILINGS
Shanghai to Vancouver

Empress of Asia	Oct. 4	Empress of Russia	Nov. 1
Empress of Japan	Oct. 19	Empress of Asia	Nov. 29
Monteagle	Oct. 27	Empress of Japan	Dec. 14

Shanghai to Manila and Hongkong		Shanghai to Hongkong direct	
Empress of Asia	Sept. 19	Empress of Japan	Oct. 7
Empress of Russia	Oct. 17	Monteagle	Oct. 8
Empress of Asia	Nov. 14		

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For Reservations and Passage Tickets, etc. apply to:
G. M. JACKSON, General Agent.
Passenger Department.
Palace Hotel, 19 The Bund, Shanghai.
Tel: Central 182

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C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.
The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.
Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.
Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Siagan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.
Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.
The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Freight: Telephone Central 77, Agents, 21-22 French Bund.
Passage: Telephone Central 401.

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OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Antwerp and Rotterdam.

	Tons	Capt.		
*ALASKA MARU	18,000	S. Ogawa,	Sept. 17	Sept. 20
*CELEBES MARU	18,000	T. Konishi,	end of Oct.	

FOR GENOA and MARSEILLES.

	Tons	Capt.	Arrive	Leave.
*JAVA MARU	15,000	J. Furimura,	Sept. 23	Sept. 28

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*MANILA MARU	18,000	S. Kobayashi,	Oct. 19	Oct. 20

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CHICAGO MARU	12,000	S. Yamane,	Sept. 18	Sept. 19

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KEELUNG MARU	3,000	Y. Fukami,	Sept. 11	Sept. 13

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	Y. Fukami,	Sept. 25	Sept. 26

*Fully booked for passage.
The Company also runs numerous steamers from Japan to South America, South Africa, Austria, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai,
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. C. 4233, 4234 and 4235.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS PACIFIC FREIGHT SERVICE
The following United States Shipping Board Steamers will be dispatched for

SEATTLE

S.S. "EDMORE"	About	SEPT.	18th
S.S. "CITY OF SPOKANE"	"	OCT.	9th
S.S. "SEATTLE SPIRIT"	"	NOV.	13th

PORTLAND

S.S. "WAWALONA"	About	OCT.	30th
S.S. 'NISHMAHA"	"	DEC.	4th

Through Bills of Lading issued to all United States and Canadian Overland Points.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
53 SZECHUEN ROAD.
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FRED C. CHARMAN AGENT.
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PACIFIC MAIL S.S.CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Ecuador	Oct. 11	S.S. Ecuador	Sept. 20
S.S. Colombia	Nov. 8	S.S. Colombia	Oct. 18
S.S. Venezuela	Dec. 5	S.S. Venezuela	Nov. 15

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

CARGO STEAMERS
"West Conob" "West Vaca" "Archer"
"West Sequana" "West Inskip" "West Caddoa"
"West Kador" "West Neris"

EAST INDIA SERVICE
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	Middle Oct.	S.S. Santa Cruz	Middle Oct.

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
BALTIMORE SERVICE
Sailings from San Francisco via
Central America, Panama Canal, Puerto Colombia and Havana
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

T.K.K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.
FOR SAN FRANCISCO
SHINYO MARU ..... Oct. 31
FOR HONGKONG
TENYO MARU ..... Sept. 22, 1919
All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.
Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.
T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings,
Telephone No. 3229. Entrance 71 Szechuen Road.

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OFFICES: San Francisco and Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan and Hongkong.
Operating the following Far Eastern services for account of the United States Shipping Board:
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S.S. STANLEY	S.S. "WEST CACTUS"
9,600 tons	8,800 tons
due Shanghai Oct. 1.	due Shanghai Oct. 14.

S.S. "WEST ISLIP"
8,800 tons
due Shanghai Oct. 15.
also
"WEST CAJOOT," "WEST HELIX"
S.S. "WESTERN GLEN," "WEST IBIS," "WEST CADDO,"
"WEST HENSHAW," "DUEL" and "ELKRIDGE"
arrivals to be announced later.
Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.
SHANGHAI OFFICE: No. 7 JINKEE ROAD.
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L. EVERETT, Vice-President J. S. EMENS, Agent.

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THE AMERICAN STEAMERS
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WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA"	SEP.	14th
S.S. "NILE"	OCT.	4th
*S.S. "NANKING"	NOV.	4th

*S.S. "NANKING" does not call at NAGASAKI
FOR HONGKONG DIRECT
S.S. "NANKING" ..... OCTOBER 21st
For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
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NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles and England:

	Tons		
ATSUTA MARU.....	16,000	Capt. K. Inatsu	Sept. 29
SHIDZUOKA MARU ..	12,500	Capt. R. Ozaki,	Oct. 13

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt. E. Tozawa,	Oct. 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

MATOUGAMA MARU..	7,000	Capt. H. Akig,	
YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	Sept. 30
CHIKUGO MARU	5,500	Capt. N. Narui,	Oct. 3

SHANGHAI, NAGASAKI and KOBE

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. H. Yamamoto,	Sept. 17
KUMANO MARU	9,500	Capt. T. Sasaki,	Sept. 20
TAKESHIMA MARU ..	4,500	Capt. D. Awoshima,	Sept. 24
YAWATA MARU	7,000	Capt. H. Nojiri,	Sept. 27

FOR JAPAN

KAGA MARU	12,500	Capt. N. Segawa,	Sept. 22

FOR HONGKONG

KATORI MARU	19,000	Capt. E. Tozawa,	Sept. 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidzu,	Oct. 14

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. M. Nishimura,	Sept. 24
NIKKO MARU	10,000	Capt. G. Yamazaki,	Oct. 22
AKI MARU	13,500	Capt. S. Shibata,	Nov. 19

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

HINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.
20.35	8.35		0	dep. Peking arr.		19.50
23.45	11.12			arr. Tientsin-Central dep.		17.00
23.50	11.17		84	dep. Tientsin-Central arr.		16.53
24.00	11.25			arr. Tientsin-East dep.		16.45
19.35			524	arr. Mukden dep.		

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East arr.	17.05	15.45	2.15
6.55	9.55	11.40	2.71	arr.	Tientsin-Central dep.	16.55	15.35	20.05
7.25	10.15	11.55		dep.	Tientsin-Central arr.	16.31	15.20	19.45
13.02	16.00	15.30	78	dep.	Tsangchow dep.	13.05	11.28	15.28
16.40	19.20	18.08	148	dep.	Yechow dep.	10.33	8.47	11.56
19.57	22.12	20.21	—	arr.	Tsinanfu dep.	8.06	6.00	8.30
7.	‡		220		‡			8.
6.00	22.25	20.31	—	dep.	Tsinanfu arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	dep.	Tsinanfu dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr.	Yenchowfu dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep.	Yenchowfu arr.	3.39	0.02	12.88
16.30	6.55	3.16	377	dep.	Lincheng dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr.	Hsuchowfu dep.	23.36	19.20	6.30
9.	‡		420		‡			10.
5.40	9.00	4.57	—	dep.	Hsuchowfu arr.	23.29	19.00	20.50
11.26	13.02	8.38	523	arr.	Pengpu dep.	19.53	14.55	15.20
11.51	13.20	8.40		dep.	Pengpu arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep.	Chochow dep.	16.48	10.50	8.27
20.08	18.55	13.00	631	arr.	Pukow dep.	15.30	9.20	6.40

N. Exp.	Exp.		Shanghai-Nanking Line		Exp.	N. Exp.
23.00	14.20	0	dep.	Nanking-Ferry arr.	14.15	6.50
7.00	21.00	193	arr.	Shanghai-North dep.	7.55	23.00

Yenchowfu-Tsiningchow Branch Line				Lincheng-Tsochuang Branch Line					
13.40	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Lincheng a.	6.28	15.50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 14, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
Japan, Canada, U.S.A. & Europe	China	15.00	..	..	..	..	14.30
River Ports	Train & Str.	22.00	..	..	..	..	22.00
H'kong, Straits & Europe, via Suez	Iyo Maru	15.00	..	..	..	..	14.30
N'saki, Kobe, Y'hama, Canada, H'lulu, U.S.A. and Europe	China			E14.00			
Chefoo	Yusang	22.00	..	..	..	..	22.00
Hongkong and Canton	Iyo Maru	15.00	..	..	..	..	14.30
Tomorrow.							
Hongkong and Canton	Tean	22.00	..	..	..	..	22.00
Hongkong	do	..	17.00	..	..	..	..
United Kingdom, via Suez	†Elpenor	..	14.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Hongkong and Canton	Kwanglee	22.00	..	..	..	..	22.00
Java Ports	Tjitaroem	17.00	..	..	..	..	16.30
Chefoo	Mingshun	11.00	..	..	..	..	10.30
Chefoo	Feiching	22.00	..	..	..	..	22.00
Wenchow	Kwangchi	22.00	..	..	..	..	22.00
Foochow	Hsinchi	22.00	..	..	..	..	22.00
Swatow, Hongkong & Canton	Hangsang	22.00	..	..	..	..	22.00
Swatow and Hongkong	Hangsang	..	17.00	..	..	..	..
Tientsin	Chinkiang	..	17.00	..	..	..	..
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, September 16.							
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	Fengtien	..	14.00	..	..	..	..
Weihaiwei, Chefoo & Tientsin	Koonshing	..	13.00	..	..	..	12.30
Weihaiwei and Chefoo	Koonshing	13.00	..	..	..	..	12.30
Japan Ports	Omi Maru	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Japan, Canada, U.S.A. and Europe	M. Dollar	17.00	..	..	..	..	16.30
Wednesday, September 17							
Amoy, Hongkong & Canton	Sunning	22.00	..	..	..	..	22.00
Amoy and Hongkong	do	..	17.00	..	..	..	..
Thursday, September 18.							
Weihaiwei, Chefoo & Tientsin	Tungchow	..	9.00	..	..	..	..

† Parcels only.
B Letters and boxes with declared value 7.30; parcel post 5 p.m.
E Registered articles 5 p.m. on previous day.
and money orders 4 p.m.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag Agents
July 16		Ralph Moller	Br. M. & Co.
		Taishin Maru	Jap.
		Shikano Maru	Jap. M.B.K.
Aug. 7	— Japan	Yei Maru	Jap. M.S.K.
Aug. 10	— River ports	Taiten Maru	Jap.
Aug. 10	— Tsingtau	Shinon	Chi. S.P.S.N. Co.
Aug. 17	—	Hwahchie	Chi. T.T.S.S.Co.
Aug. 24	—	Pingching	Chi. Customs
Aug. 24	— Cruise	Chinpu	
Aug. 26	—	Tuckwo	Br. J. M. & Co.
Aug. 29	— River ports	Hanamet	Am.
Aug. 29	— Japan	Store Nordiske	Dan. G.N.T. Co.
Aug. 31	— Cruise	Tomashima Maru	
Sep. 4	— Japan	Coaxet	Am.
Sep. 4	— U.S.A.	Liuhsing	Chi. Customs
Sep. 5	— Cruise	Elpenor	Br. B. & S.
Sep. 7	— New York	Hero	Nor. O. Thoresen
Sep. 8	— Chinwangtao	Hunglee	Chi.
Sep. 8	—	Likin	Chi. Customs
Sep. 8	— Cruise	Hanping	Chi. H. Y. P.
Sep. 8	— Hankow	Chengtu	Br. B. & S.
Sep. 8	— Tientsin	Fuyo Maru	Jap. S. Shokai
Sep. 9	— Japan	Oylerie	Br. A. P. Co.
Sep. 9	—	Western Knight	Am. R. D. Co.
Sep. 10	— Hongkong	Melville Dollar	Am. R.D. Co.
Sep. 10	— Manila	Karachi Maru	Jap.
Sep. 10	— Japan	Yusang	Br. J.M. & Co.
Sep. 10	— Swatow	Shibisan Maru	Jap.
Sep. 10	— Vladivostok	Shantung	Br. B. & S.
Sep. 10	— Hongkong	Kibi Maru	Jap.
Sep. 10	—	Pacific	Dan. G. N. T. Co.
Sep. 10	— Cruise	Keemun	Br. B. & S.
Sep. 11	— Liverpool	Chungking	Br. B. & S.
Sep. 11	— Dalny	Hangsang	Br. J.M. & Co.
Sep. 11	— Hongkong	Hsintah	Chi. C.M.S.N. Co.
Sep. 11	— Tientsin	Kwangse	Br. B. & S.
Sep. 11	— Tsingtau	Tungshing	Chi. S.P.S.N. Co.
Sep. 11	— Hongkong	Eldridge	Am. R.D. Co.
Sep. 11	—	Mingshun	Chi. S.P.S.N. Co.
Sep. 12	— Tientsin, ports	Kwanglee	Chi. C.M.S.N. Co.
Sep. 12	— Hongkong	Kweilee	Chi. C.M.S.N. Co.
Sep. 12	— River ports	Hwahta	Chi. C.M.S.N. Co.
Sep. 12	— River ports	Wuchang	Br. B. & S.
Sep. 12	— River ports	Nanyang M.	Jap. N. K. K.
Sep. 12	— River ports	Koonshing	Chi. J.M. & Co.
Sep. 12	— Tientsin, ports	Fengtien	Br. B. & S.
Sep. 12	— Tientsin, ports	Yoro Maru	Jap.
Sep. 12	— Japan	Caroline Maru	Jap.
Sep. 12	— Japan	Harold Dollar	Br. R. D. & Co.
Sep. 12	— Manila	Kwangchi	Chi. C.M.S.N. Co.
Sep. 13	— Wenchow	Shunchong	Chi. T.Y.S.S. Co.
Sep. 13	— Chinwangtao	Upolu	Chi. Ch. R. Shaw
Sep. 13	— Chinwangtao	Tean	Br. B. & S.
Sep. 13	— Hongkong	Luenho	Br. J. M. & Co.
Sep. 13	— River ports	Kiangyu	Chi. C.M.S.N. Co.
Sep. 13	— River ports	Talee Maru	Jap. N. K. K.
Sep. 13	— River ports	Tatung	Br. B. & S.
Sep. 13	— Chefoo	Yushun	Chi. C.M.S.N. Co.
Sep. 13	— Foochow	Hsinchi	Chi. C.M.S.N. Co.
Sep. 13	— London	Gleniffer	Br. G. L. E. A.
Sep. 13	— Japan	Iyo Maru	Jap. N. Y. K.
Sep. 13	— Japan	Dainikaio Maru	Jap.
Sep. 13	— Japan	Taijun Maru	Jap.
Sep. 13	— Chefoo	Toonan	Chi. C.M.S.N. Co.
Sep. 13	— Tientsin	Feiching	Chi. C.M.S.N. Co.
Sep. 13	— River ports	Meinan	Am. Socony.

Vessels Loading

For Foreign Ports

LONDON, via ROTTERDAM.—The Str. Alaska M., Capt. S. Ogawa, will be despatched from the Co.'s No. 9 Buoy on September 20. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The O.S.K. Str. Manila Maru, Capt. S. Kobayashi, will be despatched on October 20. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.

GENOA & MARSEILLES.—The Steamer Java Maru, Captain J. Furimura, will be despatched from Shanghai on September 28. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer Celebes Maru, Captain T. Konishi, will be despatched from the Co.'s No. 9 Buoys Wharf on or about end of October. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
———	—	San Francisco	West Conab	Am.	P.M.S.S. Co.
———	—	Seattle	Western Knight	Am.	R. D. Co.
———	—	Seattle	Eldridge	Am.	R. D. Co.
———	—	Vancouver	Methven	Br.	C.P.O.S.
———	—	San Francisco	West Vaca	Am.	P.M.S.S. Co.
Sept.	14 —	San Francisco	China	Am.	C.M.S.S. Co.
Sep.	17 —	Vancouver	Harold Dollar	Br.	R. D. & Co.
Sep.	18 —	New York	Bolton Castle	Br.	D. & Co.
Sep.	18 —	San Francisco	Tancred	Am.	R. D. Co.
Sep.	18 —	Seattle	Edmore	Am.	A. Line
Oct.	—	[illegible]	[illegible]	Am.	C.M.S.S. Co.
Oct.	—	[illegible]	of Asia	Br.	C.P.O.S.
Oct.	—	[illegible]	of Spokane	Am.	A. Line
Oct.	—	[illegible]	ban	Am.	A. Line
Oct.	—	[illegible]	rymedon	Br.	B. & S.
Oct.	—	[illegible]	of Japan	Br.	C.P.O.S.
Oct.	—	[illegible]	tori Maru	Jap.	N.Y.K.
Oct.	—	[illegible]	nteagle	Br.	C.P.O.S.
Oct.	—	[illegible]	rther Castle	Br.	D. & Co.
Oct.	—	[illegible]	ie Dollar	Br.	R. D. & Co.
Oct.	—	[illegible]	yo Maru	Jap.	T.K.K.
Nov.	—	[illegible]	f Russia	Br.	C.P.O.S.
Nov.	—	[illegible]	king	Am.	C.M.S.S. Co.
Nov.	—	[illegible]	le Spirit	Am.	A. Line
Nov.	—	[illegible]	Asia	Br.	C.P.O.S.
Dec.	—	[illegible]	t Munham	Am.	A. Line
Dec.	—	[illegible]	Japan	Br.	C.P.O.S.

FOR EUROPE INDIA, STRAITS, ETC.

	—	— London	Kentucky	Am.	J.M. & Co.
	—	— London, etc.	Pyrrhus	Br.	B. & S.
———	—	— Trieste	Gablonz	Br.	D. & Co.
Sep.	—	— London, etc.	Elpenor	Br.	B. & S.
Sep.	—	— Liverpool	Crestes	Br.	B. & S.
Sep.	15	— London	Iyo Maru	Jap.	N. Y. K.
Sep.	17	— London	Gleniffer	Br.	G. L. E. A.
Sep.	17	— London	Alaska Maru	Jap.	O. S. K.
Sep.	26	— Bombay	Dilwara	Br.	M. M. Co.
Sep.	27	— Marseilles	Porthos	Fr.	M.M. Cie
Sep.	28	— Genoa & Marseilles	Java Maru	Jap.	O.S.K.
Sep.	29	— London	Atsuta Maru	Jap.	N. Y. K.
Sep.	30	— Calcutta	Japan	Br.	M.M. & Co.
Oct.	2	— London, etc.	Titan	Br.	B. & S.
Oct.	15	— London	Carnarvonshire	Br.	G. L. E. A.
Oct.	25	— London	Khiva	Br.	P.&O.S.N. Co.
Nov.	11	— London	Novara	Br.	M.M. & Co.

FOR SOUTHERN PORTS

Sep.	14	D.L. Swatow	Kwangse	Br.	B. & S.
Sep.	14	D.L. Hongkong & Canton	Shantung	Br.	B. & S.
Sep.	15	5.30 Ningpo	Hsin Peking	Br.	B. & S.
Sep.	15	4.30 Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Sep.	15	M.N. Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
Sep.	16	— Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Sep.	16	4.00 Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Sep.	16	D.L. S'tow, H'kong, C'ton	Hangsang	Br.	J.M. & Co.
Sep.	16	D.L. Hongkong & Canton	Tean	Br.	B. & S.
Sep.	16	— Hongkong & Canton	Kwanglee	Chi.	C.M.S.N. Co.
Sep.	18	D.L. Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
Sep.	19	— Manila and Hongkong	E. of Asia	Br.	C.P.O.S.
Sep.	20	— Manila & Hongkong	Ecuador	Am.	P.M.S.S. Co
Sep.	22	— Hongkong	Tenyo Maru	Jap.	T.K.K.
———		— Manila & Hongkong	West Vaca	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

Sep.	14	D.L. Tientsin	Chengtu	Br.	B. & S.
Sep.	14	2.00 Antung	Kweilin	Br.	B. & S.
Sep.	15	D.L. Chefoo & Tientsin	Yusang	Br.	J. M. & Co.
Sep.	16	2.00 W'wei, C'foo, T'tsin	Koonshing	Br.	J. M. & Co.
Sep.	16	— Newchwang	Toonan	Chi.	C.M.S.N. Co.
Sep.	16	3.00 W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Sep.	16	— Chefoo & Tientsin	Feiching	Chi.	C.M.S.N. Co.
Sep.	16	D.L. Tientsin	Chinkiang	Br.	B. & S.
Sep.	16	D.L. Newchwang	Yunnan	Br.	B. & S.
Sep.	17	D.L. Tsingtau	Yingchow	Br.	B. & S.
Sep.	18	D.L. Tientsin	Chekiang	Br.	B. & S.
Sep.	18	10.00* W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Sep.	25	noon Tsingtau & Dairen	Kobe Maru	Jap.	S. M. R.

FOR RIVER PORTS

Sep.	14	M.N. Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Sep.	14	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
Sep.	15	M.N. Hankow, etc.	Tatung	Br.	B. & S.
Sep.	15	M.N. Hankow, etc.	Talee Maru	Jap.	N.K.K.
Sep.	15	M.N. Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co
Sep.	15	M.N. Hankow, etc.	Luenho	Br.	J. M. & Co.
Sep.	16	M.N. Hankow, etc.	Suiwo	Br.	J.M. & Co.
Sep.	16	M.N. Hankow, etc.	Luenyi	Br.	B. & S.
Sep.	16	noon Haichow & Eching	Shansi	Br.	B. & S.
Sep.	16	M.N. Hankow, etc.	Sulyang Maru	Jap.	N. K. K.
Sep.	17	M.N. Hankow, etc.	Chungking	Br.	B. & S.
Sep.	17	M.N. Hankow, etc.	Walshing	Br.	J.M. & Co.
Sep.	17	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Sep.	17	M.N. Hankow, etc.	Fengyang Maru	Jap.	N.K.K.
Sep.	18	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Sep.	18	M.N. Hankow, etc.	Kutwo	Br.	J. M. & Co.
Sep.	19	noon Haichow & Eching	Ichang	Br.	B. & S.
Sep.	19	M.N. Hankow, etc.	Hsinfung	Chi.	C.M.S.N. Co.
Sep.	19	M.N. Hankow, etc.	Tuckwo	Br.	J.M. & Co.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Information For Mariners

SUNDAY, SEPTEMBER 14

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time H	M	Range Ft.	In.	P.M. Time H	M	Range Ft.	In.
2	31	9	6	2	49	10	10

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H	M	P.M. H	M
1	32	1	53

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises H	M	Moon Sets H	M	Sun Rises H	M	Sun Sets H	M	Daylight H	M	Dark H	M
8	52	9	52	5	42	6	11	4	57	6	56

(China Coast Time Used; Shanghai time is one hour ahead).

Mean Barometric Pressure at Shanghai
For September 29.90 in.
75.96 mm.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	———		Snipe	Br. gun-boat
W.T.W.	———		Nightingale	Br. gun-boat
S.N.B.	June 19		Kinsha	Br. gun-boat
O.D.W.	July 15		Woodlark	Br. gun-boat
1 C.	———		Novaki	Jap. destroyer
Y.P.D.W.	July 26		Monocacy	Am. gun-boat
1 C.	Aug. 18		Wilmington	Am. gun-boat
2 C.	Sep. 4		Villalobos	Am. gun-boat
P. & O. B. I.	Sept. 9		Scarab	Br. gun-boat
O.D.W.	Sep. 10		Woodcock	Br. gun-boat
7 P.	Sep. 10		Sumida	Jap. gun-boat

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$586½
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$435 B.
North China	$205
Union of Canton ...	Hk. 210 B.
Yangtsze	Tls. 270 S.
Far Eastern Ins. Co., Ltd.	$23 S.
Fire Insurances	
China Fire	$138
Hongkong Fire	$345 B.
Shipping	
Ind-China Def	$192
Indo-China Pref...	178/—
"Shell"	Tls. 41
Shanghai Tug (o) ..	Tls. 381
Shanghai Tug (f) ...	
Mining	
Kaiping	Tls. 12½ B.
Oriental Cons	25/—
Raub	$2.10 B.
Docks	
Hongkong Dock	$179 B.
Shanghai Dock	Tls. 116 B.
New Eng. Works ...	Tls. 25½
Wharves	
Shanghai Wharf ...	Tls. 93 B.
Hongkong Wharf ...	Tls. 103 B.
Lands and Hotels	
Anglo-French Land ..	Tls. 72
China Land	Tls. 60
Shanghai Land	Tls. 62 B.
Weihaiwei Land	Tls. 5
Shanghai Hotels Ltd.	Tls. 18
China Realty (ord.).	... 66
China Realty (pref.)	... 66
Cotton Mills	
E-wo	Tls. 340 B.
E-wo Pref	Tls. 90
Laou-kung-mow ...	Tls. 200 B.
Oriental	Tls. 105 B.
Shanghai Cotton ...	Tls. 200 B.
Kungyik	Tls. 28½ B.
Yangtzepoo	Tls. 15¾ B.
Yangtszepoo Pref. ...	Tls. 85
Industrials	
Butler Tiles	Tls. 25
China Sugar	$178
Green Island	$8.30
Langkats ..... Tls.	Tls. 21½ B.
Major Bros	Tls. 5
Shanghai Sumatra ...	Tls. 105 S.
Stores	
Hall and Holtz	$121 B.
Llewellyn	$30
Lane, Crawford	Tls. 85 B.
Moutrie	$32
Watson	$5½ B.
Weeks	$11¼
Rubbers (Local)	
Alma	Tls. 6¾ B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 8 B.
Anglo-Dutch	Tls. 3¼ B.
Ayer Tawah	Tls. 22 B.
Batu Anam 1918 ..	Tls. 0.65 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.50 B.
Chemor United	Tls. 0.65 B.
Chempedak	Tls. 7 B.
Cheng	Tls. 1.90
Consolidated	Tls. 2¼ B.
Dominion	Tls. 6 B.
Gula Kalumpong ...	Tls. 6 B.
Java Consolidated ..	Tls. 13 B.
Kamunting	Tls. 4¼ B.
Kapala	Tls. 0.30 B.
Kapayang	Tls. 15½
Karan	Tls. 8.10
Kota Bahroe	Tls. 4½ B.
Kroewoek Java	Tls. 10½ B.
Padang	Tls. 9 B.
Pengkalan Durian ..	Tls. 3½ B.
Permata	Tls. 2¼
Repah	Tls. 0.75 B.
Samagaga	Tls. 0.70 B.
Seekee	Tls. 0.75 B.
Semambu	Tls. 0.90 B.
Senawang	Tls. 7 B.
Shanghai Klebang ..	Tls. .52½ B.
Shanghai Malay	Tls. 5½ B.
S'hai Malay pref.	Tls. 8 B.
Shanghai Pahang ...	Tls. 1 B.
Sungala	Tls. 0.50 B.
Sungei Duri	Tls. 7 B.
Sua Manggis	Tls. 3½ B.
S'hai Kalantan	Tls. 0.40 B.
Shanghai Seremban ..	Tls. 0.50 B.
Taiping	Tls. 1.10 B.
Tanah Merah	Tls. 0.65 B.
Tebong	Tls. 13½ B.
Ulobri	Tls. 21
Ziangbe	Tls. 4 B.
Miscellaneous	
C. I and E. Lumber..	Tls. 350 S.
Culty Dairy	Tls. 13
S'hai Elec. and Asb...	$2
Shanghai Trams	Tls. 75
Shanghai Gas	Tls. 19 B.
Horse Bazaar	Tls. 22
Shanghai Mercury ...	Tls. 25
Shanghai Telephone.	Tls. 75
S'hai Waterworks ...	Tls. 163¾

S. Sellers. Sa. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road
Telephone No. Central 398.

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per C.M. s.s. China .....Sep. 14

For United Kingdom
*Per B. and S. s.s. Elpenor Sep. 15

For Japan
Per N.Y.K. s.s. Omi Maru Sep. 16

MAILS DUE

From U.S. and Canada
Per R.M.S. Empress of Asia Sep. 19
Per P.M. s.s. Ecuador .....Sep. 19

For India, etc.
Per P. and O. s.s. Dilwara Sep. 21

From France
Per M.M. s.s. Andre Lebon Oct. 1
*Parcels only to go by the s.s. Elpenor.

Business and Official - - - Notices - - -

ESTABLISHED 1874

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

SATURDAY, September 13th.—Household Furniture, etc., in Salesroom, 10 a.m.

MONDAY, September 15th—Excellent Furniture and Sundries at 20 Ya es Road.

WEDNESDAY, September 17th.—Sundry Sound and Damaged Cargo, etc., at 2.30 p.m.

MONDAY, September 22nd.—Excellent Furniture and Accessories at 506 Avenue Joffre.

TUESDAY, September 23rd.—Superior Household Furniture and Effects at No. 64 Route Doumer.

SATURDAY, September 27th.—A Rare and Valuable Collection of Postage Stamps in lots to suit advanced collectors.

MONDAY, September 29th.—At 462 Avenue Joffre, Superior Household Furniture, etc.

TUESDAY, September 30th.—Superior Household Furniture and Sundries at 45 Sinza Road.

WEDNESDAY, October 1st.—Excellent Furniture, etc., at 3 Nanking Road.

DANCING LESSONS
BY PAUL NIJINSKY.

CLASSIC and MODERN.

Individual Instruction.

Pupils prepared for the Stage.

Ballets arranged for private and public entertainments.

CLASSES for DEPORTMENT.

Address:
c/o MOUTRIE & CO.
or No. 18 Range Road.
25350

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ¼lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 346 5 Peking Road.

In the United States Court for China

In re Estate of FREDERICK EUGENE WEISS, Deceased. — *Cause No. 817* — *Estate No. 302*

NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 1, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

CHESTER B. WEISS,
Administrator,
c-o U.S. Steel Produ[illegible] Co.,
Union Building,
Shanghai, China.

August 31, 1919.
25136

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of STANLEY BROWNING COLLINS, Deceased. — *Cause No. 833* — *Estate No. 303*

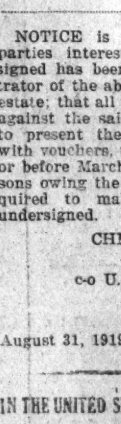
NOTICE

To the Heirs and all others interested in the Estate of the above named deceased:

NOTICE is hereby given, pursuant to an order of said Court, that a hearing on the petition for the probate of an instrument purporting to be the Last Will and Testament of said deceased, and for the issuance of Letters Testamentary, will take place on Tuesday, September 16, 1919, at 10:00 a.m., in the Court Building of the United States Court for China.

JAMES P. CONNOLLY,
Clerk.

Shanghai, China,
September 14, 1919.
25360



LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draw out the heat from the inflamed tissues and effects a permanent cure.

To be obtained from local agent

Shanghai Dispensary
24 Foochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New St. Bishopsgate, London, E.C.
New stock has now arrived

Business and Official Notices are Continued on Page 13

Municipal Notification

No. 2651.

CLOSE SEASON FOR GAME

NOTICE is hereby given that the close season for pheasants, deer, hare and partridges will expire on September 30.

No prohibition attaches to the sale of snipe, quail, woodcock, and wild fowl.

By order,
E. S. B. ROWE,
Assistant Secretary.

Council Room,
Shanghai, September 11, 1919.
25357

CHINESE GOVERNMENT RAILWAYS

Tenders for the supply of S. A. Forms.

Tenders are invited for the supply of the annual requirements of certain forms for station use. A schedule of the forms in question, giving full particulars of the quantities, sizes and qualities of paper required, can be obtained on application to the undersigned.

2. It is to be clearly understood that the quantities to be supplied as mentioned in the schedule are only estimated quantities. The actual requirements may vary from the estimates. Quantities largely in excess of specified requirements may unexpectedly be found necessary, and must be supplied during the term of the contract at the rates given in the accepted tender or tenders.

3. The prices of all forms must be quoted in dollar currency as accepted locally.

4. Each contract will be in force for a period of 1 year commencing from the 1st December, 1919.

5. Sealed tenders marked "Tenders for S.A. Forms" must be sent to the undersigned not later than 3 p.m. on the 6th October, 1919, at which time all tenders received will be opened.

6. The Chinese Government Railways do not bind themselves to accept the lowest or any tender. They also reserve the right to accept any tender in part only.

7. A deposit to safeguard the faithful execution of the terms of the contract will be required before an order is placed with the successful tenderer or tenderers. The amount will be determined at the time of placing a contract. The deposit will not exceed 10% of the total estimated value of the forms to be supplied by the Contractor.

8. The working proofs of the forms must be submitted to the person authorized to deal with them, and be approved by him before they are struck off.

9. No modifications in the size or quality of paper specified for each form or in the style of type used in the specimen copies, must be made, except with the consent of the proper authority, previously obtained in writing. Forms supplied in contravention of this proviso will be rejected at the expense of the Contractor.

10. All supplies must be delivered in equal half-yearly instalments to each Railway concerned, before the 15th December, 1919, and 15th June, 1920 respectively. Supplies must be packed and sent to each Railway concerned direct by the Contractor.

11. It is to be understood that the sending in of a tender is to be construed as an acceptance of all the above stipulations.

H. MIDDLETON.
Chief Accountant,
Shanghai-Nanking Railway.
25359

FOR BRITISH AND AMERICAN

METALS, HARDWARE & SUNDRIES

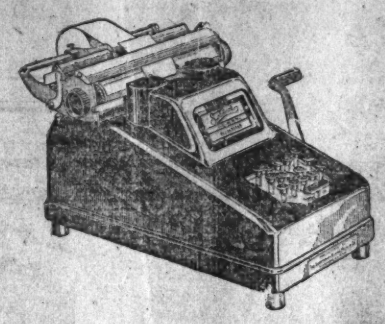
PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI PHONE: NORTH 1468

Sundstrand

ADDING MACHINE



See for yourself why the *Sundstrand* is winning the enthusiastic approval of careful buyers.

See the ten key natural keyboard—the short, snappy, handle, the beautiful construction and many other features.

See the *Sundstrand* perform on your figure work. Ask for a demonstration on your figure job.

Phone Central 4778 **THE OFFICE APPLIANCE Co** Phone Central 4778

22 Nanking Road, Shanghai

Your Next Storage Battery should be a—

Prest-O-Lite

There is a correct size for your car

Service Station And Distributor for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

GIRLS WANTED

Wanted, Attractive Girls to assist at the performances of "Intolerance" at the Olympic Theatre. Apply in person at the Theatre, Monday next at 9 p.m.

25344

HOUSES TO LET

TO LET, No. 11 Tifeng Road, at Jessfield Road, Seven-roomed Residence, garage, stabling and tennis. Apply J. T. Hammond, No. 51 Szechuen Road.
25176

TO LET, No. 491 Avenue Joffre. Excellent eight-roomed Residence. Tennis, garage. For permission to inspect apply J. T. Hammond, No. 51 Szechuen Road.
25177

Amusement Advertising will be found on Page 14

HOUSES WANTED

HOUSE wanted, preferably in Dixwell Road vicinity, before November 1st possible. Willing to take over lease and consider other conditions. Please apply to Box 433, THE CHINA PRESS.
25334 S. 14

WANTED, four or five-roomed residence, with garden, rent about Tls. 50 per month. Willing to take over lease and furniture, if necessary. Apply to Box 405, THE CHINA PRESS.
25334 S. 14

WANTED, modern five or six-roomed house, furnished or unfurnished, with garage and garden. Reply to Box 431, THE CHINA PRESS.
25331 S. 14

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be **Prepaid**

Replies must be called for

APARTMENTS

Connaught House
8 Quinsan Gardens.

To let, with board, from Sept. 15th, one large room, facing South with bathroom and verandah attached.

Apply Mrs. G. POLLOCK.

TO LET

From September 5th, one large bedroom. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel. North 482.

TO LET with board, a large comfortable flat, comprising two large rooms, roomy hall, and private bathroom, suitable for both summer and winter. All modern comforts, telephone, garage, stabling and tennis. Apply to Box 411, THE CHINA PRESS.

TO LET, in western district, large well furnished double room, with verandah and private tiled bathroom in house standing in own grounds. Telephone, also Garage, if required. Apply to Box 445, THE CHINA PRESS.

TO LET, a five-roomed house unfurnished, on lease, from November 1st. Garage and small garden. Apply to Box 443, THE CHINA PRESS.
25362 S.14

TO LET, a nicely furnished front room, in western district, suitable for married couple. Apply to Box 436, THE CHINA PRESS.
25340

TO LET, a nicely furnished flat of two large rooms (sitting and bedrooms) with bathroom, opening on to large verandah, facing south; board optional. Owner's kitchen can be supplied if preferred. District Carter Road. Apply to Box No. 437, THE CHINA PRESS.
25349 S.14

FREE shortly, one bright large sitting room, small bedroom adjoining, suitable two bachelors or married couple. Nice home, excellent table. 23 Weihaiwei Road.
25354 S.17

TWO comfortable, light, connecting rooms with private bath and verandah (southern exposure) to let with board. Bubbling Well Road. Apply to Box 426, THE CHINA PRESS.
25352 S.16

SINGLE and double rooms to let, with board, 49 Bubbling Well Road.
25288 S.25

SITUATION WANTED

ENERGETIC young man, with office experience. Speaks local and all northern dialects fluently. With knowledge of Chinese produce. Salary no object. Apply to Box 441, THE CHINA PRESS.
25356 S.20

WANTED: Furniture designer and salesman wanted for old-established Furniture Store in Shanghai. Apply, stating experience, etc., to Box 440, THE CHINA PRESS.
25355 S.17

EXPERIENCED lady steno-typist desires position. Apply to Box 354, THE CHINA PRESS.
25201

POSITION wanted by young Chinese, with considerable experience as interpreter, representative, compradore and storekeeper. Speaking Yangtsze and northern dialects fluently. No objection to outport. Guarantee could be given, if necessary. Please apply to Box 427, THE CHINA PRESS.
25328 S. 17

AMERICAN business man open for position. Many years executive and sales experience and A. 1 home connections. Apply to Box 422, THE CHINA PRESS.
25332 S. 14

POSITION WANTED: Young man, British, experienced commercial correspondent, general office work, typing. Knowledge of imports, accounts, fire insurance, cabling. Excellent references. Apply to Box 414, THE CHINA PRESS.
25310 S. 14.

GENTLEMAN with many years experience in Shanghai, import and export trade, seeks position. A.1. references. Apply to Box 402, THE CHINA PRESS.
25284 S.14

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers. We assist firms in filling vacancies for such positions. No charges in connection. Send particulars to The Office Appliance Co., 22 Nanking Road.
25274

SITUATION VACANT

TEACHER of English and other elementary subjects wanted for the English Methodist College, Ningpo. English or American (gentleman or lady) preferred, or returned student. Salary according to qualifications. Comfortable home provided. Apply, furnishing references and full particulars as to qualifications, etc., to Principal.
25342 S. 19.

WANTED, young Chinese, good at figures and can speak some English. References required. Apply to Box 409, THE CHINA PRESS.
25302 S.14

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers (foreigners only). If you are looking for a position, or a better position, send us your name and address. If you want practice we have fitted up an office with machines for your use. No charges in connection. The Office Appliance Co., 22 Nanking Road.
25274

APARTMENTS WANTED

WANTED, flat or small house Central District or immediate vicinity. Furnished or unfurnished. Apply to Box 442, THE CHINA PRESS.
25361 S.14

CHINESE wants a foreign house with two bed rooms, one dining room, drawing room and bathroom, etc. Apply to Box 444, THE CHINA PRESS.

WANTED, one or two furnished or unfurnished rooms with bath, central. Also office room. Apply to Box 438, THE CHINA PRESS.
25353 S.19

WANTED, a room suitable for a dancing class. Central district. Apply to Box 413, THE CHINA PRESS.
25307

YOUNG LADY, employed, wants from 1st October a comfortably furnished small room, with or without board. Must be central. Please state terms, to Box 439, THE CHINA PRESS.
25341 S. 16.

WANTED by bachelor, American, large room or two smaller rooms, with attached bath, in private family. Garage accommodations needed on premises or immediately adjacent. Breakfasts only. Apply to Box 421, THE CHINA PRESS.
25318

OFFICES WANTED

WANTED, one room for office, ground floor, in Central district. Apply to Box 422, THE CHINA PRESS.
25324 S. 17.

Exchange and Mart

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To conform with regulations all swear words, epithets and [illegible] have been removed.

Magazine and Automobile Section of The China Press, Sunday, September 14, 1919

The Predatory Plumber

By Daniel F. Hanson

JOHN MULDOON lost out as potential policeman by just one and three-eighths inches. Yet this loss was a distinct gain of three-eighths of an inch which should be credited to Professor Michael McCarthy, who elongated John Muldoon by that much in a month. The professor offered to give a written guarantee that he could make up the entire altitudinal deficiency of the candidate in sixty days. To this Mrs. Muldoon tearfully objected, reasoning from the visible results of the first thirty days that her son John, at the end of two months, would be reduced to one dimension and therefore diametrically opposed to police requirements.

So closed John Muldoon's experimentation in altitudinizing at Professor McCarthy's Sanatorium.

Casting about for a life vocation into which she might thrust her John, Mrs. Muldoon finally decided on that of plumbing, being led thereto by a bill of two dollars sent her to cover the repairing of a leaky faucet. Mrs. Muldoon had timed the plumber's stay on her premises from the moment he entered the front gate till it clicked after his retreating form. Between these two periods he had scheduled twenty-five minutes. The material used she could testify consisted of a small, imitation leather disk half an inch in diameter. In spite of her solemn and vigorous protest at the office, her bill remained at two dollars, with the further assurance that it was a cash figure—any delay in payment would mean an increase in it.

Mrs. Muldoon paid the bill and at the same moment decided on her John's future career. The possibilities which stretched before the young man of five feet seven and five-eighths inches were inimitable.

"The shorter a plumber is the better he is," gravely quoth the elder Muldoon, to whom the matter was referred after Mrs. Muldoon had made her decision, "—but I am thinking you'll have a hard time getting him in."

At this the silent object of discussion who fittingly sat near the kitchen sink visibly brightened up, for a life vocation of any sort seemed a dreary prospect to the hitherto vocationless John Muldoon.

Mrs. Muldoon's first effort was made at a plumbing supply house in Lake street. The bland salesmanager listened to her story, commended her good sense in choosing such a career for her son and expressed regret that his establishment simply sold material, did not do any construction work and therefore had no need for plumbers. He, however, gave her a list of the most prominent master plumbers in the city.

"Among them you will surely find some one who can use your son as an apprentice," he asserted in bowing her out.

There were a dozen names on the slip—the first being that of the one to whom Mrs. Muldoon had paid two dollars. With a stubby pencil she carefully crossed it out. Although that master plumber had been the hand of destiny pointing the way of prosperity for her son, she still cherished resentment.

In turn Mrs. Muldoon called at the other eleven shops and tersely stated her ambition for her son. At ten of them she was curtly told, "We don't need help of any kind." But the eleventh plumber had just secured a job or collected a bill or may have been simply naturally loquacious.

"We are allowed one apprentice to every three journeymen. They are even talking of making it one to six."

Then as Mrs. Muldoon seemed mystified as to whether the cruel rule of limitation had originated with the mayor or her particular alderman he explained further:

"It is the union that says what we can do. Maybe you had better see the business agent—Nicholson is his name, and his office is in the Temple Building in North Clark street."

The next day, early, Mrs. Muldoon tied her rusty bonnet strings into a one-loop bow and walked up to the Temple Building, where she sat for two hours awaiting the coming of Mr. Nicholson.

"Nothing doing, ma'am. We have over a thousand applications now from young fellows who want to break in—nothing doing."

"You see," he added in a more soothing tone, as he saw her disappointment, "it is a three years apprenticeship, with wages all the time. Then, at the end, a sure job at $5.85 for eight hours. So, you see, ma'am, everyone tries to break in."

In the days that followed, Mrs. Muldoon visited every one of the four hundred shops in the city until at last, in sheer despair, she again called upon the one who had given her information about the union. To him she told the tale of her weary wanderings and her lack of success. The master plumber looked at her pityingly.

"It is worth something to you to have your son in a steady job, is it not? And you have some money saved, have you? Then take a hundred dollars in bills of ten and go to——, in Washington street, tell him your story and bring home with you as much of the money as you can."

Mrs. Muldoon followed the advice to the letter, and came away from the rendezvous with only one ten left, but with credentials which placed her John as apprentice for a period of three years in the very shop where, only a few weeks before, she had protested so loudly against a bill of two dollars.

"It was a well-known journeyman plumber and his helper, John Muldoon."

"It is fate," she soliloquized with a sigh. "Well, I'm glad John is settled for, though it cost a heap of money and lots of shoe leather. It is better for him than the Bridewell."

Concluding with this bit of philosophy, Mrs. Muldoon went home to break the news to her John.

Once given a good jolt, events moved rapidly. Within a week Mrs. Muldoon had the exquisite joy while looking out of her window of seeing a tall and portly gentleman, six feet by two hundred pounds, immaculately dressed and smoking a gloriously banded cigar, walking leisurely up LaSalle avenue, while a few feet back of him staggered a slim chap under the burden of a gasoline furnace, a tool bag and half a coil of lead pipe. It was a well-known journeyman plumber and his helper, John Muldoon.

Mrs. Muldoon, looking through eyes misty with gratitude, felt that the world could present no more joyous picture, unless it might be her John ahead and the six-footer trailing after.

"I hope ye're learrnin' fast," she said that night as her John gloomily ate his supper.

"Learnin'!" The usually taciturn John almost choked on the word. "Learnin'! I've learned to rush the can twice an hour and to mark time on the corner while that beef is tanking up at some boffay. He bosses me around as if I were a Dago—some day I'll punch him one—I didn't go to the Sanitorium for nothing."

"Ye'll do nothin' of the kind. It's a job that ye have, and it's a job that ye will stick to," broke in Mrs. Muldoon, the investment of her ninety dollars a too recent grief and her feet still too chafed from the many miles of travel to sympathize with her eldest.

The first six months of John Muldoon's plumbing apprenticeship were spent as helper to "Hulky" Schmitz, in whose wake he had travelled that morning when his mother's heart had nearly burst with joy. It being a season of dullness in new work they were kept at repairing in the Astor street district with an occasional excursion as far east as the Drive. Away from the shop and his fellow workmen "Hulky" Schmitz was "Mister" Schmitz, whose polished manners and immaculate clothing made him a favorite with both mistress and maid in the habitats of the rich.

Young Muldoon, quick to see his superior's good points, was not slow to follow his example in matters of dress, an imitation which did not flatter Schmitz, but on the contrary proved a continual source of irritation to him. To revenge himself he delighted in giving Muldoon some task in the kitchen or laundry, and then railing at him for incompetence and awkwardness in the presence of the assembled domestics. The result was laughter on the part of the spectators and murder in the heart of Muldoon, who times without number came near pouring a ladle of melted lead over the satirical Schmitz, being only restrained from so doing by the memory of Mrs. Muldoon. But other influences were getting ready to work on the young helper and quicken him into life.

That Lena Klein was nursemaid at the Rexhows, who lived on the Drive, Muldoon never knew, until one September day some eight months after being thrust into his career. In fact, until that particular day he never had seen Lena nor had heard of the Rexhows—his life had not, till then, run in juxtaposition with theirs.

Lena was walking northward that eventful day, holding by the hand a little scion of the Rexhows who insisted on walking the sea wall. Schmitz with Muldoon as the beast of burden was holding a southerly course. Schmitz saluted the maid in that easy, yet deferent, manner which in no small part contributed to his popularity, then called back to Muldoon:

"Hurry up there, helper, and don't be all day about it either!"

Muldoon was not sure whether the smile Lena gave to him and not to Schmitz was one of derision or pity, but then and there he vowed that come what might he would some day visit on the arrogant plumber a swift and final punishment, and that, too, in the presence of the very nursemaid whose neat-waisted figure he turned again to view, just in time to intercept her backward glance.

It was several weeks after the first chance meeting that John again saw Lena and learned her name and place of residence. It was in the kitchen of the Rexhow residence where he was working and Schmitz, as usual, simply superintending.

While Lena, on entering the kitchen, spoke a general good morning, Muldoon intuitively felt that it was intended rather for him than for the pompous Schmitz, who was engaged in an animated conversation with the cook.

Lena's visit was but for a brief moment, but the smile she gave in passing out was directed at Muldoon, and at him alone.

With that smile of Lena's came the breaking of a new day in the life of John Muldoon.

Commencing with the evening of that day Mrs. Muldoon saw recurrent, every twenty-four hours, the spectacle of her John's experimentation with the finer phases of plumbing work, such as were denied him by the jealous Schmitz. The rest of the family had to bulk itself in the hitherto unused parlor while the kitchen was noisy with the roar of a gasoline furnace and noisome with its odor. There was also imminent danger there of being scalded by molten lead as the son of the house wiped together short pieces of lead pipe, cut them apart, and then wiped them together again. The family library hitherto somewhat negligible as to quantity, was increased rapidly by successive volumes on "Sanitary Plumbing," "How to Become a Plumber," etc., etc.

His Sundays and holidays the ambitious helper spent in climbing over new buildings, noting the construction of stack work, the run of both cold and hot water supply pipes and the general arrangement of sewer pipe. Nor did he fail to note well the assembling of fixtures, nor to watch Schmitz when at long intervals that gentleman deigned to put his hand to a task.

At the shop he made frequent petitions to be put on new construction work, a boon that was granted him a couple of times, only to be cut short because Schmitz insisted that he be allowed his regular helper.

The Fall was passing rapidly to John who, however busy as he was, did not fail to spend some of his time on the Drive in the hope of seeing Lena. Nor was he always disappointed, between times getting from her a smile and a rather conventional greeting, both of which he treasured in memory day and night till another similar blessing was vouchsafed him.

On the day before Thanksgiving Schmitz and Muldoon were alone in the Rexhow kitchen working on a grease trap still partly filled with sediment from the sink. The swing-door opened and Lena came in. Schmitz had been lying on the floor to get a view of the lead waste which connected the sink with trap, but straightened into a sitting position immediately on seeing Lena.

"Get under here, kid!" he called out to Muldoon. "Get under here and disconnect that waste——"

Muldoon stooped and adjusted a Stillson wrench to the hexagon nut—but this did not suit the plumber.

"Get down on your knees so you can get a good grip on it!" he commanded.

Muldoon started the nut and began to turn it.

"Get down, I say!" cried the plumber.

"The nut is turning. Can't you see it?"

"Don't you talk back to me, you whippersnapper! Afraid to smut your face in the presence of ladies, I suppose. I'll smut it for you——"

And Schmitz rubbed the black on his canvas glove against Muldoon's face.

As Muldoon jumped to his feet and saw the piquant face of Lena with fear on it—fear for him—the lessons of Professor McCarthy came back to his memory with such force that Nother Muldoon and her injunctions were entirely forgotten. As Schmitz dodged from Muldoon's swinging right he was caught by an equally swinging left that sent him against the gas range with a crash.

John had but the fraction of a moment for a breathing spell, but that was long enough for him to see Lena carefully bolting the kitchen doors, and by that token he turned with renewed determination to finish Schmitz.

The next few minutes were intense ones in the Rexhow kitchen. Schmitz was no coward and had an advantage in his great weight, but it all availed nothing against the trained Muldoon, whose agility was that of a cat, now on this side, now on that, landing again and again on the plumber's head, face, chest and shoulders, till it seemed to Schmitz as if he were fighting a regiment instead of one solitary stripling.

But are not the annals of this battle still told where plumbers congregate, and did not Muldoon in later years prosper because of it? And were not also the injuries of one of the combatants a matter of record for several days on a bed tablet in a nearby hospital?

When Muldoon at last turned from his prostrate foe it was to hear a pounding of the various locked doors and to see Lena looking out from the linen closet. His first attention was to her, and consisted in taking her in his arms, where she seemed to be content, and in kissing her eyes, chin and mouth as often as he had hit Schmitz—all of which she did not resist. In fact, he was positive of a return pressure when his lips were on hers.

Then he unlocked the doors.

A week later the regular monthly meeting of Local Twenty-two, National Journeymen Plumbers' Association, indulged in an unusually long session, during which it was frequently necessary for President O'Brien to gavel the members into order. The discussion ended with the sergeant-at-arms being instructed to "Bring him in."

"Him" in this case proved to be John Muldoon, at whose entrance the entire membership turned round to face the door.

"We have been told that you would like to say a few words to the members, Mr. Muldoon. While such is an unheard of occurrence, the gentlemen have decided to let you have five minutes.

It was noticed by some that President O'Brien grasped the gavel with unusual firmness while speaking and held it tightly even after sitting down.

"You can speak from the floor," he added, hastily, as Muldoon showed signs of taking the rostrum.

"Mr. President and Gentlemen," Muldoon began, but seeing the possibility of invidious comparisons, corrected himself, "and other gentlemen: I want to make application for regular journeyman's papers. It is true I have worked only nine months as a helper, but, besides, I have plugged night, Sundays and holidays in practising up, and I can wipe a joint whether it or I am standing up or whether we are lying down, and can do it quicker than any of you gentlemen"—— here he saw by the clouds on the faces of his audience that undue speed might not be the best of recommendation with the knights of the wiping cloth, so modified his last statement somewhat ungracefully, "as fast as any of you, then."

"This is rather an unusual request, Mr. Muldoon."

"I know it is not the regular thing; if it had been I would not have come here, but have gone ahead without you. I could, outside the union, as it is, but I'm too good an Irishman for that."

This tribute to a dominant nationality met with a ripple of applause.

"Well, Mr. Muldoon, we will consider the matter and let you know."

"I think I'll wait here till you decide," said Muldoon, and sat down in the secretary's chair, which happened to be empty, and looked straight into the bandaged face of Mr. Schmitz.

"I think you had better retire and let us talk it over," suggested President O'Brien, though not with that forcefulness usually characteristic of him.

"And haven't you been discussing it all evening? Did I not hear you talking through the closed doors, sometimes all of you at once? Did you not know what I was going to say? Now if there is any one of you in full state of health who has anything against me, let him speak it out. The lieutenant of the station across the street is a friend of mine—if I speak a word to him he will not disturb us."

Muldoon looked slowly around the room, then at the president.

"I'm sure, Mr. Muldoon, most of us—all of us, in fact—admire you in many ways—in all ways; only it is a little unusual. Well, gentlemen, what is your pleasure?"

"I should like to ask Mr. Muldoon," someone spoke from the floor without identifying himself by rising, "whether getting journeyman's credentials would help him to a job. Might not master plumbers refuse to hire him at regular wages?"

"I already have three jobs offered me and more to hear from."

There was a silence in the room, broken finally by the president's: "What is your pleasure, gentlemen?"

Then followed a lumbering noise, somebody was getting up by stages. It was Schmitz, ex-champion of Local Twenty-two.

"I move, Mr. President, that the secretary issue the papers to Mr. Muldoon; he is a good workman, better than most of us old-timers, and all-fired handy with his fists. He'll be a credit to us."

Applause long and loud greeted this appeal as Schmitz was helped back into his chair.

Muldoon was again on his feet.

"As I am to be one of you in a few minutes, I'll invite you to my wedding to-morrow to Miss Klein. Some of you know her and there is nothing against her"—— He gave a look around to be greeted with:

"No, no, I should say not!"

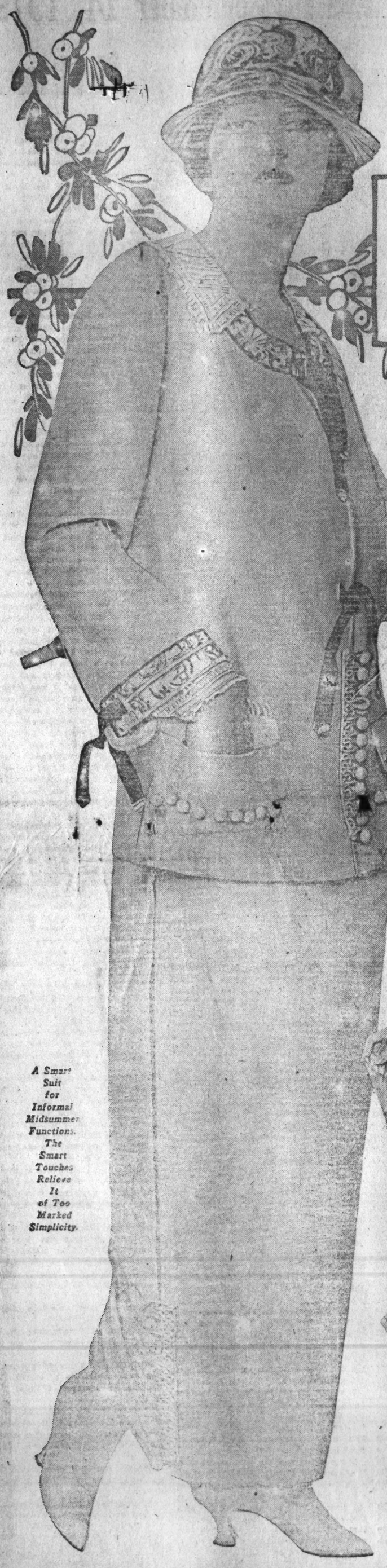
"We are to be married at the Cathedral on North State and have a wedding supper at my mother's, No. 800 LaSalle avenue, third flat. I want you all to come."

Jackety Dresses
By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, write each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.



A Smart Suit for Informal Midsummer Functions. The Smart Touches Relieve It of Too Marked Simplicity.

A Creation of Black Lace, White Charmeuse and White Lace for a Midsummer Afternoon Occasion.

A Striking Black Costume for Cooler Days of Summer.

By Lady Duff-Gordon *("Lucile")*

THIS is a season of jackety gowns. The note of the short coat is seen even in one-piece dresses. The jacket serves not merely its old purpose of extra warmth. It has a double function this Summer, for besides being useful it is decorative.

The large figure is used to display an afternoon costume appropriate for informal midsummer functions. It is of serge in a light shade. The skirt is straight and rather scant, with a deep fold at the side. The fold is finished at the skirt hem by a row of button molds covered with cloth and by an interlacing of silk braid of the same shade. The wide but shallow pockets are outlined at the bottom by a row of nine buttons of the same kind and size. The flap of the pocket is finished by loops of the braid arranged as fringe. The lower part of the jacket is fastened by a short row of the buttons and loops of braid.

The long coat sleeves are of the bell type. The cuffs and collar are of flat rows of Oriental embroidery upon a velvet background. The collar and cuffs and the jacket above the row of buttons are fastened by pieces of black velvet ribbon finished by pointed metal ornaments. A dainty collar of embroidered and tucked batiste gives an air of lightness, the desirable Summer touch. A row of the same embroidered batiste completes the sleeves.

The middle figure proves what possibilities of elegance inhere in black lace and white charmeuse. The Spanish vogue that is steadily growing in North America and is making itself felt in Paris and London wardrobes was an influence in the designing of this gown. Black lace is to the Spanish wardrobe what a dark silk or satin dress is to that of the tastefully dressed woman of America. It is absolutely needful for correct gowning. Over a high Empire slip of white satin is worn a pattern of black lace drawn into slight fulness at the bust and high belt line. The high girdle, crossed at front and back, is made of white satin softly crushed and flat bands of black satin. A short, square-cut jacket slashed to the waist line at the sides is made of black lace. But into this is set in long and horizontal lines crossing each other insertion of white lace. The same arrangement is made of rows of white insertion in the skirt. The jacket has pockets that are trimmed at the top with upstanding lace ruffles. The cuffs have the same dainty Summer touch. The low, round neck has a border of black satin, beneath which is a row of white insertion, then a row of black satin, and finally a ruffle of the white lace.

The jackety effect is noticeable in the third costume shown on this page. While the coat is long, the slashed sides and the sash ends of the coat convey the illusion of a jacket front. The sombreness of the costume is relieved by white satin cuffs and by white enamelled ornaments on the sash ends.

Fashion Flares At The Hip

New York.—The most striking feature of the autumn suits and gowns is the increasing fulness at the top of the skirts. The ways in which the great French dressmakers achieve this fulness are interesting. One point on which most of them agree is that the fulness must be massed across the hips leaving both front and back perfectly flat.

Bulloz, however, has departed from this by introducing fulness across the front of his new skirts, thereby differing from the other designers. He makes one skirt with a full front panel gathered across the top. A little above the knees this panel has its fulness joined to a shaped flounce cut so that the greatest fulness of the flounce is at the edge where it joins the panel.

An instance in which Bulloz, like the other designers, placed the fulness at the sides appears in a skirt which has winglike pockets to give the effect of panniers. This is decidedly new and unusual on a suit skirt. The jacket which accompanies it flares from the waist giving such fulness about the hips that it approaches the point of clumsiness. But although both skirt and coat are so very full at the hips the skirt still remains narrow at the hem.

Rolled Pleats Stand Out Over The Hips

Mme. Jenny does something novel in the way of achieving hip fulness by making a skirt of very slim outline and applying to it rolled pleats which stand out over the hips. To make them even more pronounced she pads these rolls, which swing loose from the belt and disappear gradually into the narrowing fulness of the skirt lower down.

The chemise dress, which has held the center of the fashion stage for so long, was originally launched by Jenny. She still makes chemise dresses, which have been her favorites for the last three years, but she does something which fits them to hold their own among the wider hip models. Now Jenny's chemise dresses have wide panels hung at the sides and turned up in a way that gives the effect of a bunching hip basque. She also puts bulging pockets on the skirts of her tailored suits and lines these pockets with satin, arranging them to look as if they were turned inside out.

Side Gore Trimmings That Add To Width

Bernard's method of adding width and attaining the full effect in the skirts of tailored suits is by side gore trimmings which take the form of ruffled pocket flaps standing away from the figure. This is not an entirely new idea, for these outstanding pockets have been used on the front of skirts, but this creator gives them further elaboration by the ruffled flap. The coats which accompany skirts of this sort are three-quarter length and cut flaring with the fulness falling over the hips. On these coats are placed fringed pocket flaps and sometimes dangling button trimming. All of these things are applied to further accentuate the width at the hips.

Paris dressmakers are vying with one another in introducing startling novelties that are just now having their first showing. A craze of the moment is the frock from Premet shown at the extreme right. Jade green satin is the material used for it and the embroidery is of jade and silver. Premet, in this model, obtains the breadth across the hips by placing double frills of silver lace down the sides of the skirt, bordering a tablier panel; thus creating an entirely new silhouette. The satin bodice is snugly moulded to the figure and a sash of the satin placed about the waist disappears beneath the panel at the front.

Taffeta Helps To Achieve The Latest Hip Flare

The fluted or pleated tunic is another method of producing the fashionable hip flare now so characteristic of the newest frocks. Taffeta is frequently used for models of this sort.

The long-waisted bodice appears in almost all of these models. The half low neck is round in outline and embroidered with claret colored bugle beads. The sash, which is really a continuation of the long bodice, has its ends fringed with deep red bugles.

Evening dresses still have very little in the way of bodices. Black satin skirts topped only by bright colored sashes produce some of the new dance frocks. From the house of Brandt in Paris comes such a dance frock. It is simply a black satin skirt attached to a sash. The long, slender train is made of ribbon. A vivid bit of color is introduced by having the sash corsage and train of orchidee pink satin ribbon. The ribbon used for the train is very much narrower than that which forms the sash bodice. The shoulder straps are of jet beads. Slippers of orchidee satin with stockings to match are worn with this frock.

Autumn hats are neither large nor small but of medium size. The Chinese note is conspicuous in them; bright Chinese silk embroideries being used to form round crowns which are completed by small uprolling brims of fur.

Even A Bolshevist Might Like This From Russia

It is some time since Russia has been looked to as a source of fashion, but that designers are turning their thoughts toward that country is evinced by a high draped Russian turban formed of gray felt and trimmed at the front with full sprays of fancy gray feathers.

Still another hat showing Russian influence has a small crown with an upturned brim curved high in front. Softly draped satin forms both the crown and brim which are embroidered in heavy threads of blue silk.

To correspond with the flaring hip frills of frocks, many of which have wired edges, are bell shaped hats having as their trimming wired ruffles of taffeta which cross the top of the crown.

MAKING OF DYESTUFFS IS SUCCESS IN AMERICA

Government Support Will Soon Make Industry Independent Of Germany

Washington, August 5.—Representatives of the dye industry in the United States and officials of the United States Chemical Foundation who have been here during the hearings of the House Ways and Means Committee on the Longworth bill to give protection against competition from German sources are emphatic in their denials of recent statements to the effect that attempts to develop the industry here had not been successful.

"With the exception of what is known as vat dye, the dye that stands all tests as to fastness," said one large manufacturer, "we have been entirely successful. As for vat dyes we are in a position to guarantee successful manufacture in three or four months. It took the Germans nearly twenty years to perfect this class of dyes, yet Americans will be producing them before the end of the year. With the support of our Government at this time we are in a position to be entirely independent of Germany or any other nation for dyes."

It was pointed out that as a result of the increase in efficiency in manufacture since the American industry began its development after 1914 the price of commodities used had decreased with a corresponding decrease in the finished product. In hearings before the House committee it was shown the decrease in the price of aniline oil, one of the chief ingredients in dyes, ranged from 68 cents a pound in the first six months of 1916 to 21 cents a pound last month.

Secretary of Commerce Redfield, discussing the plans for protection of the dye industry in this country, said:

"I do not regard the competition of the German dyestuff industry as true economic competition or as a normal competition arising from economic conditions. On the contrary, the industry is one that has been developed by both direct and indirect government aid. It has had as its essence a political and, in a commercial sense, a belligerent character. It has been as truly meant to dominate the world within its sphere as was the military power of Germany.

"I think the situation clearly warrants legislation here which will permit our saying whether and how far we will allow this character of competition in our own markets. I should not favor prohibition, even by license, of German dyes, because there are certain of them which it may not be desirable for the American industry to make, but which it may be convenient, for industrial or scientific purposes, for us to have. I would avoid this extreme just as I would avoid the opposite extreme.

"Regarding, however, the American dyestuff industry as peculiarly essential to our own economic growth both in peace and in war, and in both cases as a vital element in our national security, I would no more permit the risk of its domination and control by a foreign power than within our own borders I would permit its domination and control by any single monopoly."

When My Boy Comes Home

By MIMOSA

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

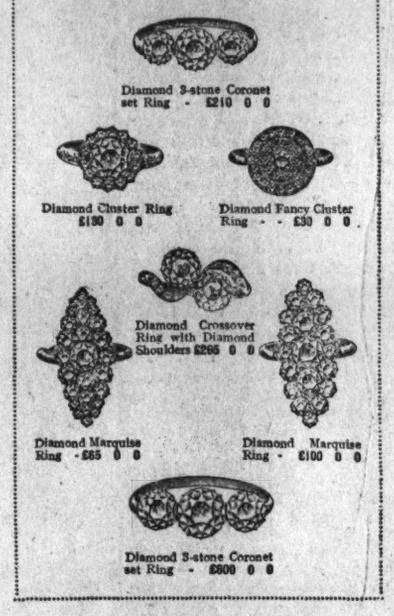
Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the color might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight color to the cheeks, she applied a little colliandum with a piece of cotton wool. Colliandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the color deepens slightly giving an absolutely natural appearance.


Diamond 3-stone Coronet set Ring - £210 0 0
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Englishwomen Turning Eyes Americaward

Women Of All Classes, High And Low, See Promise Of 'Careers' On Other Side Of Atlantic

London, August 1.—"I've been thinking of going to America"—that is the rather indifferent sounding sentence that meets the American woman visiting in England. One detects, however, under the bored quality of the remark a really enthusiastic and vital interest in the land across the sea. And the reason for this is that to the English woman America looks like a land of promise as far as opportunities for her life and her work go. To be sure, she may be wrong, and if she has the courage to go there she may meet with bitter disappointment. Still, her point of view remains.

The little slip of a girl who runs the lift in a large apartment house sits in the corner of her square car diligently studying from a tiny book and now and then making peculiar looking marks upon a surreptitious piece of paper. She is delving into the intricacies of shorthand, and inquiry shows that before she took upon her shoulders the task of running a lift she had served some one's meals from some one's kitchen. Rise No. 1 reported when she took on this present job. But now ambition has her in its grip, and she would go on to investigate the mysteries of the places where stenography is the open sesame to larger things. After days of "lifting" an American passenger up and down she turns a wide-eyed, questioning look in her direction and ventures, "What chance would a girl like me have in America?" Ensues a lively conversation and a confession of aspirations Americaward on the part of the one of the verge of being a stenographer. She has had her day made brighter by a graphic description of the land of promise.

Then, in a little old house, erected somewhere in William the Conquerer's time, sits a little old lady, surrounded by her goods and chattels of old family origin. She has been robbed of half her income by the high rate of war taxes and the prices of all the things she needs most have soared into the skies. She is discouraged about how her life is to proceed if these conditions are not alleviated. So to the American caller, when the time is quite ausnicously ripe, she puts the same old question, dressed in different form: "Do you think I could live happily and at all within my means if I were to move to America?" That is a question rather harder to answer than the query of the girl on the lift.

An Englishwoman of fashion, who has spent much of her time in the past in America, collars the friend lately arrived from America and, drawing her into a private corner, she propounds this weighty problem: "Are clothes any cheaper in the United States than they are in London?" The truth will out—they are. "Well, I say," muses the Englishwoman, "it would be a novel idea, now, wouldn't it, to go to America to buy one's wardrobe for the year and thereby save one's passage money." That is a rule which used to work in exactly the opposite direction.

A girl in a tailor shop—presser and cleaner—does an extremely fine job on a lot of American pleats in an American skirt and then, when she delivers it back to its owner, her face burning with excitement, she stops a moment upon the threshold to stammer the fast becoming familiar sentence: "Do you think one of my ability could find work to do in America?" She goes on to explain a little: "You see, all the men are coming back, and if out business men can do the jobs just as well as we, and I'm sure I don't want to go on living without making any money for myself. There's my husband, of course. He does not very much like the idea of leaving England, but I think if I were to go over there and find something to do he might want to follow me after a year or so." A fine reversal that of the old system when papa used to seek the foreign land to make a place for his wife and family. But this lure of America and the ways of women there is too much even for an English inbred system.

Another one—an artist—had been in America during all the long war and at the first opportunity had rushed back to her beloved England. Oh, yes, she was willing to stay there forever, for she loved her native land and she was through with America forever. That was in May. Early in July she was seen to be haunting the British Customs, trying by hook or crook to get permission to go back to America. She was questioned very gently as to her change of attitude and mind, whereupon she admitted—a bit reluctantly—that one could do so much more with one's work. It seemed in New York than one could in London. There wasn't more appreciation, oh dear no, but there was more sale. Somehow with an actress. She had taken her way to the British Isles for the express purpose of marrying a British officer and of taking part in a production in London. But she wanted to get back, and she wanted it badly—much sooner than the boat was to sail. She, too, was after the rate of pay and, in her case, the appreciation of Americans (for she was an American) carried much weight.

At a hotel a perfect English maid such as is entirely extinct in America served breakfast to her American patron regularly every morning. She was as fresh as any Spring flower in her bright pink frock and her frilled apron, but a worm was eating at her young heart, for after many days she popped the fatal question: "If I should take service over to America do you think I could find employment after I got there?" Could she? It would be a shame to tell her how easily she could—providing she were willing to go on with her chosen profession. And this wonder in the realm was willing to go on being a servant. As soon as her "boy" come back from the front she was going to take him, then, and transport him to the bright and sparkling America, where it would be possible for her to add more to the family exchequer.

Two store clerks—shop assistants is the English word—sat at luncheon in a pastry shop. They had finished their cakes and tea and had come to the cigarette portion of their meal. "I say," said the blue-eyed one to the brown-eyed one, "my young man has enlisted for three years. I might as well go to America." "You wouldn't be doing so bad at that," replied her eager companion, who proceeded then to tell of the wonders of the store clerk's wage across the water. The beauty of that young man seemed visibly to grow dim and fade away, and in his honored place there began the growth of an ambition.

And, since the war, many competent women in England are assuming the management of hotels—doing everything which formerly only a man could be held responsible for. One of them, important of mein behind her desk, leaned across to the American customer to whisper, "Do you think there would be opportunity for the development of my sort of work in America?"

From the highest to the lowest, in all sets and classes of society among women, the question is being asked. It is all part of the effort at reconstruction at which the English have go much more zeal to do than the Americans. They may decide that "to stay at home is best," but this is what they are asking now and this is the way their minds are running. They have an idea that America is the happy hunting ground for woman and they want to try their luck in the game.

BRAVE BURMESE LADS BATTLE WITH ALLIGATOR

13-Year-Old Boy Saves Brother From Grip Of Saurian

The following account of a brave deed by a young Burmese lad is sent to the Rangoon Gazette by a correspondent:

Aung Tu Yin, a young man of 26, of Leikthaung village, opposite Shwegenyo in Mergui district, was admitted into the Mergui hospital on July 5. He and his younger brother Maung On Thein, age 13, left their village in order to catch crabs; Aung Tu Yin was suddenly seized by an alligator just above the left ankle and was dragged into the water out of his depth. Maung On Thein jumped into the water and managed to reach his brother by the hand, while he had his other arm around a pole which was standing close by. A regular tug of war went on between the two boys and the alligator; the younger boy suggested to Aung Tu Yin to thrust his fingers into the eyes of the alligator and he tried to carry out the suggestion, but got his hand into the alligator's mouth and was bitten. He made a further attempt, and succeeded in getting his fingers into the eye or eyes of the alligator. On this the alligator let go. The bone of Aung Tu Tin's left foot snapped and he must have been in great pain. The younger brother pulled him ashore and having dragged him into some bushes left him and ran to the village for assistance. On arrival of villagers he was taken to the village and then brought into Merugi. His left foot had to be amputated, but on the whole he is doing very well. Action is being taken by the authorities suitably to reward the brave lad.

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SHANGHAI, SUNDAY, SEPTEMBER 14, 1919

WHEN TO REMOVE A MOTOR TRUCK TIRE

Good Practice To Take Off When Worn To One Inch Of Rubber

All motor trucks must be fitted with tires and all fleet owners must pay tire bills, so that the determination of the time when worn tires must be removed is of the utmost importance to the fleet owner, whether he operates five or fifty trucks. It is self-evident that if a tire is left on a wheel after it has been worn down too near the edge or rim of the steel base the cushioning effect of the tire may be entirely lost and expensive mechanical repairs result.

In order to determine just at what point of wear a solid tire should be removed the Commercial Vehicle has asked several of its subscribers who own and operate large fleets of trucks to give their experience in this regard. As a means of obtaining definite information on this subject these three questions were asked:

1.—How do you determine when to remove a worn tire?

2.—If a tire is kept in place until it is worn down almost to the top of the edge of the steel base, have you found that greater vibration has resulted and consequently greater repairs?

3.—What experience have you had with tire companies in adjusting mileage on solid tires which they claim still have more mileage in them?

These three questions were put to Nat Mallouf of the Motor Haulage Company, New York City, which operates a fleet of forty-seven Pierce-Arrow five-tonners. He answered the first question by stating that the Goodrich De Luxe tires used on practically all of his trucks except those which were delivered with other makes of tires are removed when they have worn down evenly to a line across the tire drawn at a point one inch above the edge or top of the steel tire base. The depth of the rubber of the tire when worn down to the point when it is removed is measured from the top of the edge of the steel base instead of from the line of joining of the resilient rubber and the hard rubber base because the measurment taken from the top of the rim can be made more easily.

Mr. Mallouf used 36x5 Goodrich De Luxe tires on the front wheels of his trucks and 40x6 duals on the rear wheels. He keeps such a tire in place until it has worn down to a line one inch above the top of the steel base rim so that approximately two-thirds of the rubber in the original height of the tire has been worn away, leaving one-third at the bottom when the tire is removed. The actual percentages are 27 percent of the height left in place and 73 percent worn away.

Fronts Most Important

Strange as it may seem at first thought, Mr. Mallouf pays closer attention to the tires on the front wheels of his trucks than he does to those on the rear wheels. Further consideration of the subject, however, reveals the correctness for the closer scrutiny of the front tires because of the fact that the entire engine with all of its delicate mechanism is carried principally by the tires on the front wheels. In no case is a front tire permitted to run after it has worn down to the point one inch above the rim of the steel base, although in emergencies rear tires may be worn down a trifle below that point. It is unsafe in the case of the front tire because when going over rough roads it is possible that the rim of the tire base may come into contact with the ground and thereby impart shocks which will be transmitted direct to the engine, frame, springs, steering gear mechanism and the front wheel bearings. More chances are taken in running rear tires after the maximum wear has been reached because of the fact that duals are used and the second tires of the dual will get the truck home if the other tire be destroyed.

The Motor Haulage Company has had no difficulties in making adjustments with the Goodrich Company when tires have been taken off when worn down to the line one inch above the edge of the steel base for the simple reason that in every case such tires have always given much more than the guaranteed mileage.

Goodyear Athletes Hold Title In U.S.

By winning the second annual field and track meet at Gary, Indiana, on the Fourth of July, the athletic team of The Goodyear Tire and Rubber Company, Akron, O., retains its leadership of the industrial teams of the various plants represented in the American Industrial Athletic Association.

The athletes of the big tire company won the meet by a good margin, having a leading of twenty points over the runner-up team from the Pullman Company. Out of a total of sixteen events the rubbermen won 5 firsts, 4 seconds and 4 thirds for a summary of 40 points.

OUTDOOR SPORTS

HANG IT ALL HORACE THIS MAKES THE SIXTH PAIL WE POURED INTO HER— MY STARS SHE MUST HAVE A MIGHTY BIG RADIATOR
YES I WAS THINKIN SO MYSELF - IT AINT A STEAM CAR IS IT?
HEY EDDIE WHY DONT YOU TURN THIS THING BACK SO THE WATER'LL STAY IN—I'M GONNA TELL GRANDPA WHAT YOU DID
ITS LEAKIN ALL OVER
THOSE GUYS WOULD PUMP AIR INTO A BUSTED BALLOON
OUTDOOR SPORTS
WATCHING A DUMB-BELL WHO HAS JUST BOUGHT A FLIVVER TRY TO FILL UP THE RADIATOR AFTER THE KIDS HAD TURNED ON THE PETCOCK

y Tad

Motor Transport In England

(By J. D. Whelpley)

London.—Heated discussion now rages in England concerning the cheap motor car and its possibilities. For some years past the contention has been that the English manufacturers should be able to compete with the American product. There were many people who were familiar with the methods of production on both sides of the Atlantic and the peculiarities of both markets who knew this to be an impossibility but it was beyond their courage to say so publicly through the newspapers so the English public has been led to believe that within a short time an English car would be on the market which would render unprofitable any import from the United States.

A change is coming about which, however, is only just noticeable at present. Several motor experts have recently appeared in print and frankly acknowledge that the cheap American car cannot be reproduced in England and that the wise English policy would be to build a car to sell for about $2,500 which would be so good that it would sell readily to those looking for a "cheap" car. It will not be long, therefore, before it is publicly acknowledged in England that American cars should come into the country for those who want them with perhaps a 25 percent import duty, in the belief that the more cars used the greater demand there will be for the higher priced product. The wildest enthusiasts have never suggested that more than 50,000 cheap cars could be sold in England and for export in a year even if they were produced in England at the American price, and when it is realised that American production reaches several hundred thousand annually the hopelessness of an attempt at competition from England can be understood.

The whole English contention in the past has been based upon an error. The British public and even the British government assumes the position that privately owned cars are a luxury and should therefore be taxed to the limit and their use discouraged. When this point of view changes as it will in time a common sense motor policy will prevail. There is no country in the world which would benefit more from a liberal use of motor transport than England. A horse and vehicle cost as much as a cheap car. The roads are ideal for motors, no part of England is much beyond the reach of a car in a day's journey. Cross country travel by train is slow and expensive and many houses and even villages are a considerable distance from the railroad although on the best of highways.

Little or no effort is made by the railroads to handle small lots of produce and delivery systems are few and far between. The farmer has a fine road from his door to market over which a lorry can travel with a full load and at full speed. Cheap motors and cheap fuel would do more to stimulate life in the British Isles than almost anywhere in the world. It is a well known fact that traffic makes traffic and the more cars used in England the more will the market expand in increasing ratio.

The English motor manufacturer gets his order before he builds and the market loses the impetus of selling departments at work to dispose of cars already in hand. The general estimate as to the cheapest car that can be advantageously produced in England in the future is one that will sell for about $2,500. This leaves an open market for nearly every type of very cheap American car as there are hundreds of people who would not venture to buy their first car or motor unless it came at about $1,000 or under. "Once a motor user always one" is an axiom in the trade and in the end the English manufacturers would sell more machines than they would if they kept the cheap cars out.

Some idea of the abnormal demand for cars at the present time in England is obtained by attending the auction sales of secondhand cars now being held by the government. A few days ago 100 Ford cars that had seen several years of war service sold for an average of $1,150 each and there appears to be an almost unlimited call for almost any kind of motor at any price. It is noticeable, however, that with the exception of two or three standard makes of very high priced cars that the second-hand cheap car brings a very much higher price in proportion than a second-hand high priced car.

It is not difficult to foresee in England a country with the great bulk of its business carried on by motor transport. It possesses great advantage over rail transport as it is from door to door, is cheaper, quicker, more convenient and pleasanter for passenger travel. The great city of London with its numerous centers and innumerable exists into the country lends itself to motor travel and motor traffic. Before the war there were several motor delivery services that covered a radius of 50 miles and these are but a promise of what may come to pass later on.

CHAINS PREVENT WEAR

Many motorists seem to believe that tire chains induce wear. Not if they are properly used. Without tire chains the drive wheels tend to spin around more or less on slippery surfaces. Sharp pieces of stone, cinders and other similar material in the road cut the rubber and scrape it deeply, a condition that does not arise when the chains are in place.

Likes The Cone Clutch

After all is said there is no clutch built that year after year, through all sorts of weather and general conditions will give as good service as the ordinary cone clutch, says a writer in Motor.

If motor car drivers as a whole took good care of their clutches, keeping them lubricated and adjusted properly then there are other types that would serve as well and under almost any circumstances.

As an illustration take dry multiple disc clutch. I think for real ease of operation, real comfort in all day driving, the ability to de-clutch quickly and easily there is no other clutch equal to it. On the other hand take a dry disc clutch and abuse it a little, such as riding your clutch as so many men do or slipping it a little to ease it on hard pulls, and making a business of doing it and before you have driven 5,000 miles your clutch may and probably will slip or perchance you will injure the plates, so that your discs will have to be replaced. A multiple disc clutch of the oil type properly built is also a good clutch, but I have found the same trouble with them as with the dry disc type, viz.—they require more care than the cone and sometimes get out of order in the same way that the dry disc does. I have an old car that has been driven and abused for some fifty thousand miles. It had and has a cone clutch in it. I took it down after some forty thousand miles of driving, thinking that the clutch deserved a new lining even if it did not need it. I found that the old leather was just as perfect as the day it was put in and that it was not even worn. All I ever did to that clutch was to put a little neatsfoot oil on it and it was always on the job ready for business.

I presume some people will say that it is the fault of the drivers when the disc clutch does not function properly and I presume that it is partially true, but the fact remains the same that until we get a race of drivers all of whom have mechanical sense, we will accomplish better results along all lines by using the simplest methods of developing the various parts of our machines.

I know not fewer than five people who have had the same sort of trouble with a reliable make of automobile that is equipped with a dry disc clutch. It is one of the many bits of mechanism to handle that I have ever seen when in condition that seems to require more care than is compatible with good practice.

It seems to me that all disc clutches should be provided with an adjustment that absolutely provides for taking up of wear and friction and there should be some provision made for tightening up the spring or springs so as to increase the tension when necessary.

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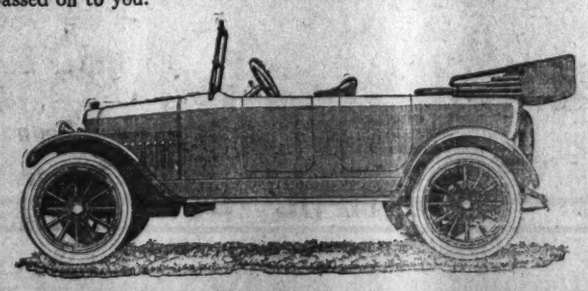

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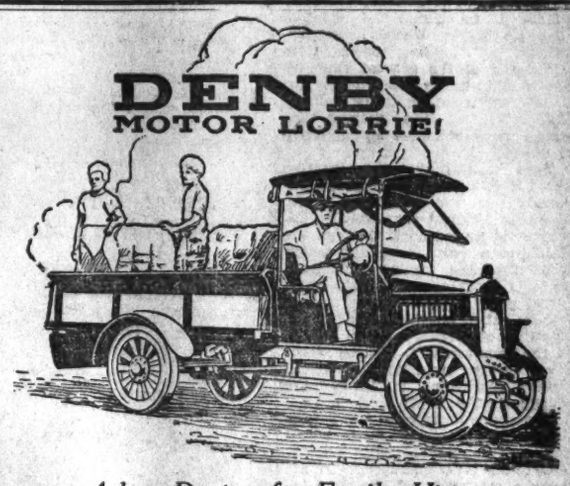

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Motor Without A Gearset Would Have No Flexibility

The modern automobile is such a highly finished, smooth-running piece of mechanism, says Barney Oldfield, famous racing driver, that it is rather an ungrateful task to say anything uncomplimentary about one of the individual mechanical units, but I can't let the transmission get away without expressing my candid opinion that it is the poorest excuse for an important unit in a highly developed mechanism that anybody could ask. One of the leading engineers in the automobile industry said to me not so very long ago; "Barney, we ought to have been ashamed to let the gearset stay in the car as long as it has. I hope when this is over, (that was before we had polished off Heinie,) that our engineering fraternity will find time to replace the ordinary gearset with something really worth while." Amen, say I. Perhaps now the war is over the engineers will take a day off and do this little thing.

The function of the transmission or gearset, as it is more correctly called, is to change the tractive effort at the rear wheels in proportion to the changing needs. It is by means of the gearset that we are able to make the wheels run slowly, while the engine is running fast. Without the gearset the motor car would have no flexibility of operation.

This control over the tractive effort is gained by mashing and unmeshing various series of gears. The power is first generated in the engine, is passed back through the clutch to a propeller shaft, which is part of the transmission unit. On this shaft are a certain number of gears, which may be shifted into or out of another set of gears, mounted on another shaft, known as the countershaft. These gears have varying numbers of teeth, which condition produces the changes in the tractive effort.

The above description covers the sliding selective gearset, which is the most popular form in use today. This type, however, does not enjoy a monopoly of the field, as the planetary gearset, which is used on the Ford car, must not be forgotten. In spite of the fact that the planetary gearset is used on but one car, the numbers in which this vehicle is put out, gives it an important place in the field. There was still another type in frequent passenger car use a few years ago, known as the friction set, but the last car that used this form of transmission passed on some three years ago. In the motor truck field we find still another form of transmission, known as the constant mesh, but this has not achieved any standing in the passenger car field. If we note the direct connected transmission of the steamer, we have completed the list of gearsets to be found today.

The Friction Gearset

For simplicity of operation, the only gearset that was ever worthy of attention was the friction set, which, as I mentioned, is now out of use. The trouble was that no materials capable of reaping the benefit of the inherent virtues of the construction as a design, have ever been discovered. In construction this gearset comprises one disc driven by the engine and another connected with the rear wheels by means of chains. The driving disc of metal is brought into contact with the driven wheel of fiber, the speed being determined by the distance from the center of the driving disc. In addition to its other advantages this set has the virtue of giving unlimited numbers of speeds, between its minimum and maximum rates of travel.

The planetary gearset comprises a set of spur gears, always in mesh with a central or "sun" gear. In operation the gears are forced to revolve on each other. This is accomplished by stopping the movement of the parts supporting the gears, which is controlled by a brake. When the planetary gearset is in high, it revolves as a unit, which gives it a high degree of efficiency. The planetary gearset is constructed to give only two speeds. It is possible to build a set for three or even more speeds, but this so complicates the construction as to eliminate the principal advantages, which are simplicity and cheapness in construction.

Principal Causes Of Trouble

If the car owner will bear in mind the essential points in design of the sliding selective gearset, he will see at once the need for certain measures of care in driving and maintenance. Here are two shafts on which are gears of varying size. To obtain the necessary speeds, these sets of gears must be variously meshed. Is it not evident that if the gearset is thrown out of line, if the shafts become misaligned, if any of the gears are broken or for any other reason do not mesh properly, there is certain to ensue a horrible noise whenever the gears are shifted from one engagement to another. When these noises begin to be heard it is inevitable that sooner or later the teeth of the gears are going to be chipped. Pieces of the metal will work their way into the other gears, causing worse noises, throwing the shafts out of alignment and causing still more breakage.

In cases where the gearset has fallen out of alignment where the shafts have been sprung, the unsuspecting car owner may replace broken gears in vain. The shafts are still out of line and it will be only a short time before the old familiar trouble will be in full swing again.

The only thing on earth that keeps the poor, crude old gearset performing its hard task is lubrication, plentiful and correct in quality. The car owner should note that oil is the proper lubricant for the gearset and not grease as used to be thought. When grease is used, the gears cut paths in the semi-solid lubricant and thereafter revolve in the air. In summer a somewhat heavier oil may be used, because the heat thins the lubricant somewhat and in winter the cold tends to congeal the thinner oil. Three times a season or every 1,000 miles of running, it is well to drain the transmission case, flush it out with kerosene and then refill it with fresh oil. There is always a certain amount of fine metallic powder ground off by gears and this destroys the value of the lubricant, hence the need for periodic changes.

New Type Coming

There is no telling what form the ultimate gearset will take. Probably none of the types with which we are familiar will have that honor. Within the past year or so there has appeared a hydraulic gearset, which certainly seems to offer possibility of development, although it has not yet found a place on any car, so far as I know. But one thing is sure, the present type of gearset is too clumsy to last very long and I for one shall be glad to see the day of its passing get here.

Chevrolet Car Sets New Touring Record

San Francisco.—C. H. Pruitt of Medford, Oregon, has established a touring record with a 490 Chevrolet. Last week Pruitt left his Oregon home for the oil fields of Ranger, Tex. He had made a wager that he would make the run from Medford to Ranger in ten days.

Leaving Medford at 6:20 a. m. Thursday, he reached Stockton the following morning at 11 o'clock. At 10 a.m. the next night Pruitt checked in at El Garess, at Needles. In the run across the desert from San Bernardino to Needles he made his best time. If he can keep up the rate of speed shown on the first half of his trip, he will win his wager by a wide margin.

From Medford to Needles the speedometer on Pruitt's Chevrolet registered just 1106.2 miles. The gasoline mileage was an average of 23.5 miles per gallon. He carried one passenger and considerable baggage, which he estimated at about 400 pounds.

PNEUMATIC TIRES GIVE WIDER FIELD TO TRUCKS

The rapid advance of the motor truck into a bigger and broader field of service, following the adaptation of pneumatic tires to this new agent of transportation, has been one of the marvels of this decade. Its great mobility and its adaptability to nearly every kind of service have made for it a permanent place in the transportation world.

From its former limitations as to speed and cushioning qualities, the pneumatic cord truck tire has brought the motor truck into a class where its capabilities of making quick deliveries of materials in good condition are determining factors in computing its value.

But without a suitable rim even the pneumatic truck tire could not have brought the motor truck to its present degree of usefulness.

"Most of the pneumatic truck tire rims used now are modifications of rims that have been used with automobile tires," states James Atkins, rim expert of The Goodyear Tire and Rubber Company. "Present makes" he says, "are somewhat similar, but all are modifications of the first Goodyear detachable rim, which attained widespread favor because of its dependability and the ease with which it permitted tire changes.

"With big pneumatic tires changes are not so frequent as with other tires for the treads are thicker and therefore withstand puncture more easily. But when changes are necessary they can be made easily and quickly because of the "side ring" feature of the detachable rim.

"With the removal of this ring, which is used to hold the detachable part of the stright side rim in place, the tire can easily be slipped off or on as occasion may require. This is a most important feature and one which has been a deciding factor in this rim's success.

"We have been specialising on pneumatic truck tire rims and owe a large part of our success with pneumatic truck tires to the completeness of our rims. Just how they are regarded in the motor truck world is indicated in the fact that 75 percent of the trucks now leaving their factories on pneumatic truck tires, start their careers on Goodyear rims. The sidelocking feature has now been adopted on all steel wheels having the base of the rim cast as a part of the wheel.

"Straight side rims with this Goodyear locking ring feature are now obtainable in all sizes up to 44 x 10, the truck sizes being 36 x 6, 38 x 7, 40 x 8, 42 x 9 and 44 x 10, accommodating all capacities of trucks up to 5 tons.

"We have been using these detachable rims on our big Akron-Boston trucks for more than two years, where under the varied conditions of long distance travel they have performed consistently and dependably."

A TIRE TIP

"If tires could only talk," said the Michelin man the other day, "what harrowing tales of torture we would hear."

"They talk to me just as plainly as can be," replied the repair man.

"One poor old tire came over the counter the other day with the walls of the casing scored and scraped and the fabric torn and frayed and broken away from the rubber. The beads also were badly damaged.

"The owner shook his head as if he thought the tire had not been true to him and told at some length of his alleged troubles. And all the time he talked I could hear the tire in a weak voice, which never reached the owner, saying to me:

"'I was punctured several miles up the road and this man drove all the way here on the rim. I was squeezed between the rim and the ground. You think I look badly outside; you just ought to see me inside. Small irregular pieces of the inner tube are adhering to my fabric. I'm afraid I'm ruined beyond repair.

"'I have heard many men tell my owner that he ought to carry an extra tire, but he has always replied that he had been pretty lucky with me and that he thought the luck would continue. But you see it didn't. And here I am.

"Don't you think it would be a good thing to give this man one of your instruction books? You would be doing him as well as all the tire family a great favor. It's expensive business for a man to be as shortsighted as he is. Perhaps, with your book, he will give us a fair chance to make good.'"

A New Tyre for Lorries or Busses

The first Goodyear Pneumatic Lorry Tyres were used on large commercial passenger carrying motor cars.

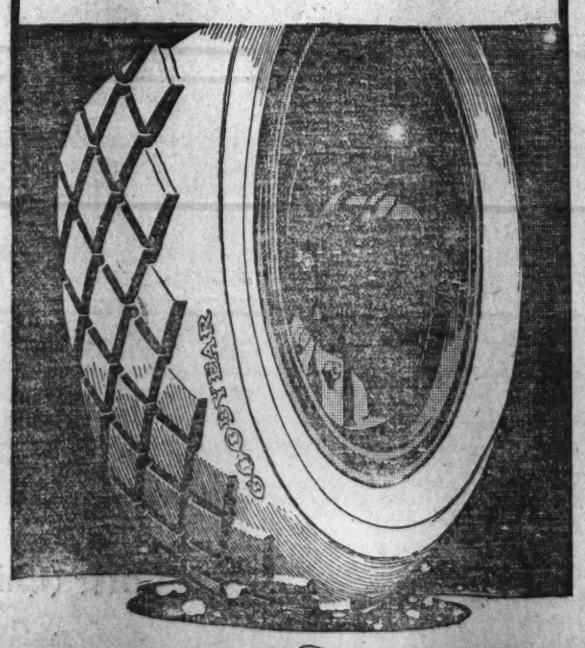
They quickened speeds, decreased oil and petrol consumption, cut down repair bills, and carried passengers safely and comfortably.

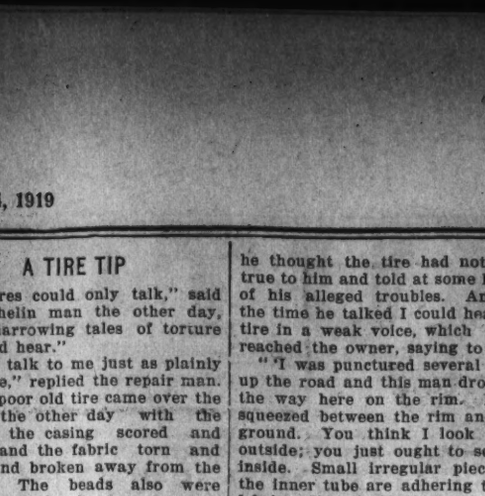
These big, sturdy tyres were so successful that new uses are constantly being found for them in every industry where goods or people need to be carried quickly, safely and without jolt or jar.

They are now in active use in more than two hundred cities.

Perhaps Goodyear Pneumatic Lorry Tyres can help you save money or enlarge your business. May we tell you about them?

Prospective Lorry purchasers will find it advantageous to obtain further particulars as to the ability of these tyres to reduce their hauling costs, before deciding on their tyre equipment.





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The roominess and comfort of the New Studebaker Light-Four will attract you as strongly as will its distinctive appearance.

For here is a light-weight, economical car in which you can stretch out in comfort. Instead of being crowded, there is ample room for everyone. Driver and passengers at ease.

Economy is fully accomplished in this automobile. The quality of materials, design and workmanship reduce maintenance costs to a minimum. Gasoline and tire expense are very low. The motor has been so perfected that it gets the utmost in power from low grade fuels.

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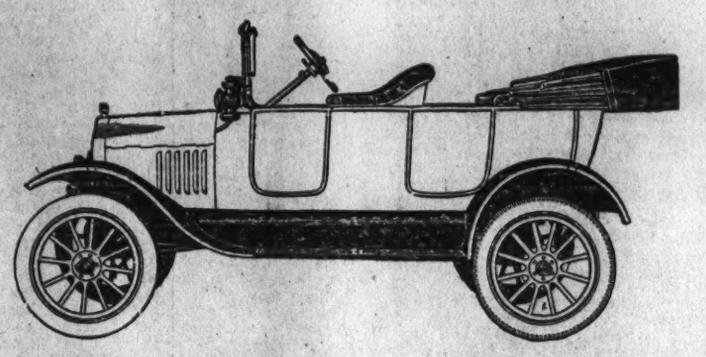

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Proper Choice Of Body Saves Loading Time For Trucks

Trailer Used With Short Wheel-Base Truck Is Also A Most Helpful Factor

By Merle Shepard

The choice of the truck body may be the deciding factor in whether or not a truck investment is a success or failure. A close analysis shows that practically in every case where a given truck transportation problem has to be met the real key to the situation is the time required in loading and unloading. The only time in which this factor is not one of the largest determining elements in deciding whether or not the truck is a paying proposition is when the truck is hired out by the hour. Here the more the trucks stand idle the greater the profit that the owner of the truck is making on his rental proposition. However, this is exceptional, and even in this instance the man who is really getting the service out of the truck is losing money by having the truck stand idle.

It is quite easy to see why this should be so, because if a haul were ten miles long and the time required to run the distance was thirty minutes the truck would be averaging twenty miles per hour. As you begin to add loading and unloading time to this thirty minutes your average speed begins to come down, so that if it required fifteen minutes to load and fifteen minutes to unload, the total time required would be one hour and the average speed would have been cut in half. Consequently the number of possible trips per hour only would be correspondingly reduced.

Important Factors

Every way the proposition is calculated, the loading and unloading time becomes the biggest factor in determining the truck success. Therefore, in the choice of a body it is extremely necessary to bear this in mind. It is, of course, self-evident that the body must be capable of carrying the load in a suitable, convenient manner; but just as important as this, although it is frequently forgotten in purchasing a truck, is that the load can be conveniently put in and taken out of the truck.

Much has been said about the difficulty of making money on short hauls, but a close study of the matter soon brings to light the fact that the only real reason why short hauls may prove less remunerative than long hauls is that the percentage of time spent in loading and unloading is apt to be much higher. If we consider a ten-mile trip as a typical short-haul example, we would find that the truck would be capable of making three round trips an hour—ten minutes out and ten minutes back each. This would be the ideal figure. On a ten hour day it would mean a total of thirty trips.

If the loading and unloading time totalled five minutes, the number of trips per day would be reduced to twenty-four. This means a loss of six trips a day with a five-minutes loading and unloading time. If the loading and unloading time is just fifteen minutes longer per trip, or twenty minutes longer per trip, trips per day would be fifteen, or only half of what could be accomplished with a zero loading and unloading time.

This clearly shows the great importance of reducing loading and unloading times on short-haul trips. As the length of the trip increases the importance of loading and unloading time decreases, because it becomes a smaller portion of the total trip time and consequently cannot reduce the number of trips so rapidly, although it is an important factor in medium even on the longest hauls.

Reduced loading and unloading time is secured by utilising the best mechanical means for loading and unloading the bodies, and sometimes where the haul is extremely short and a great number of trips per day necessary, such as maintaining a definite schedule between two stations, separated by only a short distance, detachable trailers or semi-trailers form a highly convenient method.

Use Of Trailers

With the trailer the time is reduced to simply a hitching or unhitching period, which can be made extremely short. Hence, where it is necessary to maintain a quick-time schedule between two nearby points, the matter of a trailer should be discussed very carefully in making a decision on body type. It is possible to also use the semi-trailer to advantage.

A good example of this is given by a certain department store in a Middle West city. This store is in the most congested part of the city and the delivery door on a narrow street, making sidewalk package handling an impossibility. It was decided to remove the delivery station a short distance from the store, so as to give the space customarily used for this work over to store merchandise and at the same time greatly reduce the number of delivery wagons that had to be in the congested street.

The delivery station was erected about half a mile from the store, in a location where the trucks could be conveniently handled, and a regular shuttle system was arranged between the store and the delivery station. Here was a case where the haul was short, where it had to be made regularly at close intervals all day long. Here it is evident, if one will stop to consider, that loading and unloading time had to be cut to the utmost minimum in order not to seriously reduce the number of round trips per day.

A trailer system was inaugurated, so that it was only necessary for the tractor, which is merely a very short wheelbase truck, to continually go back and forth between the store and the delivery station. The time required for unhooking an empty and picking up a loaded trailer required but forty seconds, and the utilisation of this idea has solved what appeared at first to be a very difficult problem.

Cadillacs Ride Nitro Safely Over Bumps

The highly nervous character of nitro-glycerine necessitates unusual and interesting precautions for its transportation. In the Burkburnett oil fields of Texas, three Cadillac cars are used to transport the explosive to the new drilling operations. The cars are trucks, formed by lengthening out three chassis of the 1914 models.

The peculiarities of nitro are so well understood by the men who make use of it that it is never transported in large lots. The unit of carriage in the oil fields is the quart can. The bodies of the three trucks are honeycombs of pigeon holes, each compartment just large enough to hold one quart can. Every nut and screw in each body is countersunk into the wood, and the holes are filled with paraffin, so that the cans have not the slightest chance of scraping on metal.

CLEANING BRASS CASTINGS

Brass castings may be cleaned in a moment by dipping them into a solution of three parts sulphuric acid to three parts nitric acid, to which after they have been mixed is added a quart of common salt, the whole being stirred until the salt has been dissolved. If this is placed on an earthenware vessel the brass castings can be dipped in it, removed immediately and rinsed in clear water. The castings can be made as bright as new by this method and there is little trouble involved.

REPAIRING BALL BEARINGS

The fact that ball bearings have become worn does not necessarily mean that they are a complete loss. Instead of installing a complete new set of balls, have the races trued up and put in a new set of oversize balls of the size needed.

Reliability Of Aerial Transport Essential

English Aerial Transport Committee Sees Only Limited Business Under Present Conditions

London, June 1.—Since the signing of the armistice innumerable forecasts and articles on commercial flying have appeared in the press, mostly inspired by those at the head of the airplane manufacturing business who are faced with the problem of finding an outlet for their production.

The majority of these have taken a rather optimistic view of the prospects. In spite of this everything today points to postwar aerial industry being carried on by only those firms having substantial and large interests in some business other than aircraft, which will serve them as a means of support in the event of their not getting sufficient contracts in the aeronautical line to keep their heads above water.

When the Civil Aerial Transport Committee was formed to propose to the Air Ministry the steps to be taken, the tone of its report was in strong contrast to some of these expansive predictions. That portion of the text which was made public stated that while the committee was of the opinion that the carriage of mails, and in some cases passengers also, besides certain kinds of light merchandise, might be successfully developed, the total amount of business in sight along these lines would be incapable of absorbing even a small portion of the present output in its highly developed condition.

From the pilots', and in fact from everyone's point of view, reliability is the primary essential in an airplane, and so far, though many statements have been made to the contrary, the present day type of airplane is far from being what one might term thoroughly reliable.

In order to attain reliability, what is most needed is that the engine should have a margin of power. This means that with the engine running smoothly at about half throttle, and consequently undergoing no appreciable strain, the airplane should maintain both its forward speed and its height. Even a motor car engine, which is far heavier and more substantially built, could not be expected to last long were it run constantly on full throttle, as is the case in an airplane.

So far no airplane engine has been produced which pretends to yield any appreciable margin of power, and until such an engine is put on the market it is scarcely worth while to consider the question of aerial transport from a commercial point of view. Further, it is hardly too drastic to say that the expenditure in overhauls, crashes, etc., would be so great as scarcely to allow any appreciable profit to be realised.

On the other hand, as regards mail carrying over long distances, and to a certain extent passenger carrying, there appear to be great possibilities, even for the present-day type of machine.

Over short distances, such as from London to Liverpool, it remains for the private individual to choose as to whether he is going to send his letters by train, which takes 5 hours, but is infallible, or whether he is going to send them by airplane and pay probably 8 or 10 cents more, which takes about 2½ hours, half as long as the train, but about one-sixteenth as reliable. Where long distances, such as from England to India, are involved, airplanes will prove to be invaluable.

It is impossible for any large firms to rely solely on aircraft production at the present time for its subsistence. The Government has many more airplanes than it knows what to do with at the moment, and the life of an airplane will be considerably longer under peace conditions.

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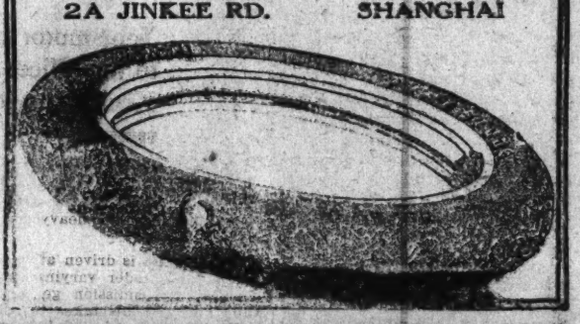

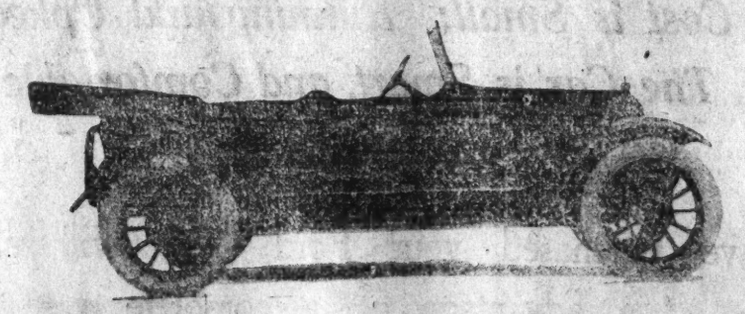

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THE WILLYS-KNIGHT Touring Car is a beautiful car—it appeals from every angle. The tonneau and front compartments are roomy and luxurious, the upholstery being hand-buffed leather. The long wheelbase and cantilever rear springs and large tyres equalize all road irregularities.

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Well Tested Autos Save Worries For The Motorist

Trip Through The Cadillac Plant Is A Revelation To The Owner Of A Motor Vehicle

A trip through the Cadillac plant in Detroit is a revelation as well as an education to any motorist. The man who drives his motor car day in and day out as a rule gives little thought to the engineering skill and years of experimentation put into the construction of the present day motor car.

"It is doubtful if there is in the world another automobile manufacturer who so religiously adheres to extremes in accuracy and quality as the Cadillac factory," said Don Lee, California distributor for the Cadillac, who recently spent a week in Detroit.

"The equipment of special gauges, measuring and testing instruments of the most costly and accurate type are employed continuously in the upholding of highest standards.

"There are more than $200,000 worth of gauges employed daily in the building of Cadillac cars. These gauges are continuously being checked and rechecked that the slighest deviation due to wear may be detected.

Standard Of Measurement

"The standard of measurement for checking the general gauges in use are the famous Swedish gauges, of which there are five sets, owned by the Cadillac factory. Four sets being used as master gauges for checking all other gauges in use and one set constituting a reference set, which is used only for checking the master sets.

"No tools, fixtures or gauges are permitted to be put into use in the factory until they have passed the inspection of the tool and gauge inspection department, where these sets of Swedish gauges are kept.

"The heat treating department has always been one of the most important in the Cadillac plant. Incidentally I believe the Cadillac has always been a step ahead in this particular and to this scientific heat treatment of materials is due to a large extent the superior strength and service qualities for which the Cadillac has earned an enviable reputation. One of the interesting tests in the Cadillac plant is the Brinnell test. This is applied to all materials passed through the heat-treating department and by this method of inspection a uniform degree of hardness is constantly maintained.

"The average motorist is naturally interested in the motor more than any other part of the machine and I will cite a few facts regarding the tests to which the engine is put.

Dynamometer Test

"When the engine is finished it is turned over to the dynamometer test, where it is mounted upon the rack and started immediately on its own power. After running one hour without load preliminary adjustments are made. The engine is then connected up with the dynamometer and is made to drive same under load of several horsepower for a number of hours. At the conclusion of this test it is gone over carefully by the foreman or his assistant and final adjustments made under their supervision. The engine then receives the O. K. ready for assembly into the chassis. During this test the power of the engine is utilised in generating an electrical current which amounts to several hundred horsepower from the various units of this type. Even the heat of the engine is made use of in heating the water used in cooling the engine and saves burning coal in the factory boilers to raise the water to this temperature.

"Hundreds of similar methods of economy are employed throughout the Cadillac factory which are naturally responsible for the production of such a high-grade car at a low market price.

"After the engine has been assembled together with other parts and the chassis completed it is run into the chassis testing department where the rear wheels are raised from the floor and a silent chain connected by a special sprocket to a huge dynamo. The engine is made to drive that dynamo through the rear wheels, virtually a road electrified, so that the conditions are identical to climbing a steep hill or traveling through heavy mud or sand.

"The engine is driven at various speeds and under varying loads, using all transmission gears, for many hours. This takes the place of the former road test and has been instrumental in effecting both economy and efficiency in production, the saving in tires alone amounting to tens of thousands of dollars for the season. Weather conditions were eliminated, liability of accidents, utilising of the power in generating electrical current and elimination of the human element with its varying qualities, is replaced by scientific measuring instruments."

Fan Belt Must Be Tight To Prevent Overheating

The question is asked repeatedly why it is that engines overheat when there are driven in second speed and also why a retarded spark and other conditions cause the engine water to boil. Some of the actions are not quite so easily explained or understood by the average layman.

In the first place we all know that when the spark is retarded and allowed to remain so for any length of time, the engine gets very hot. That is due to the fact that the spark occurs when there is a great deal of cylinder oil exposed to the flame and some of the hot gas instead of going out through the exhaust imparts its heat to the water. The water does not get a chance to give up enough heat as it passes through the radiator with the result that it comes back much hotter each time it makes the circuit. In time, it is boiling.

Overheating, of course, is caused mostly by trouble in the water system itself, that is, because of insufficient water flow, clogged passages, low water caused by neglect of filling or by leaks, poor pump action and so on. The first essential to proper cooling is to see that there is sufficient water flowing, for without this trouble is bound to result. One may look into the radiator filler neck and see the water circulating while the engine is running. In pump cooled cars a test may be made by means of the pump cocks above and below the impeller. Very often the rubber hose connections become rotten on the inside and the layers of material fall away and block the water passage. Radiators very often accumulate a great mass of solid matter and this settles in the tubes and becomes hard enough to resist the flow of water above. The result is one obstructed tube. If a number are blocked in the same way over heating will result. Sediment often collects around the radiator outlet and blocks the passage.

The fan is an important member of the cooling system and even if the water is flowing properly, it will not be effectively cooled if the fan does not draw air through the radiator. The fan belt must be tight, the blades must not be bent and the fan must not wobble unduly to any extent.

Carbon One Cause

Carbon, as we all know, brings about engine overheating readily. The carbon deposits on the pistons and cylinder gear as a result of the burning of gasoline, oil and dust from the air. If you will remember that the heat of the explosions has to pass through the piston head you will readily see how the engine overheats because of the presence of carbon. The carbon acts as an insulator and allows the cylinder walls to absorb more heat than they can stand. The heat ought to pass quickly from exhaust gas to piston to cylinder wall to water, but it is held up by the carbon which absorbs a lot of it. The result is that the heat builds up faster than the water can take it away and comes back itself cooled down enough.

But there are other causes of overheating which are as common as carbon water troubles. A poor carburetter adjustment will allow the mixture to burn slowly and instead of the heat going out through the exhaust much of it will stay behind, while much of the cylinder wall is exposed. The same action takes place when the valves are out of time or when ignition takes place at the wrong time as explained under retarded spark.

Most drivers know that overheating occurs when the car is driven in first or second for a long period when the engine has to do a lot of hard work under abnormal conditions. This is due to the lack of cooling ability of the air draft through the radiator for the amount of work the engine is doing. The more pulling an engine does, as on second and first, the hotter it gets because of the additional friction and the slower the car speed the loss the advantage of the air rushing through the radiator. The result is overheating.

Aside from these causes we must take into consideration those influences outside of the engine which tend to act on the engine and make it work harder than necessary. For example, a slipping clutch, or brakes that drag or anything of the sort tending to waste power. These will not always cause overheating because many systems are designed to take care of abnormal conditions.

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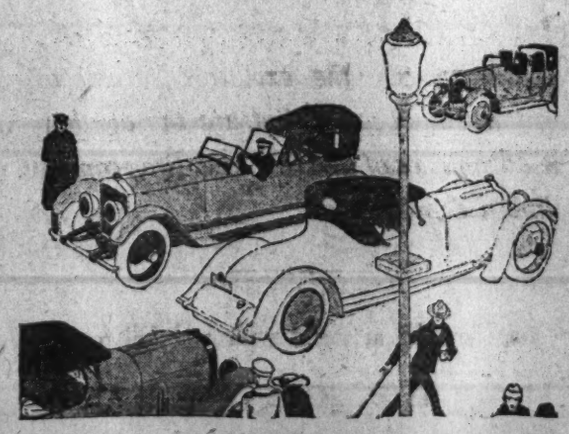

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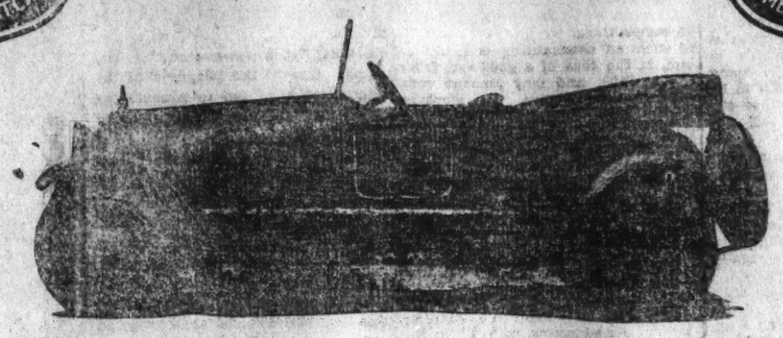

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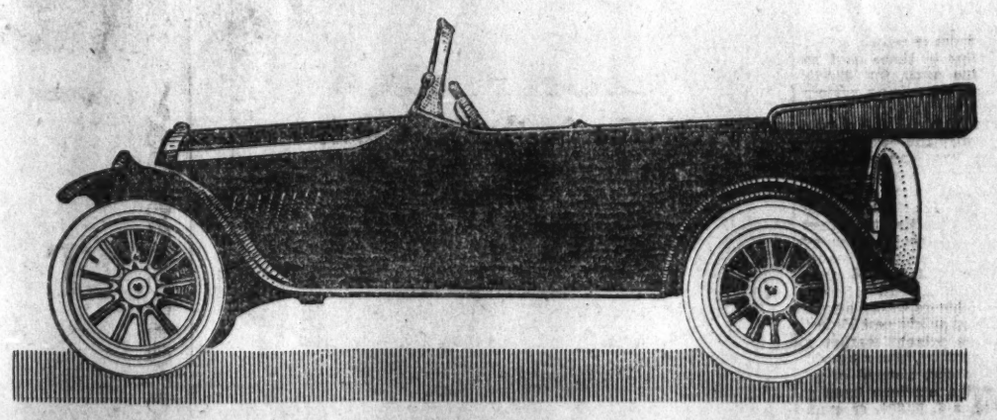

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The Low Cost Of Flying

Comparison Tending To Show That Anybody Who Can Keep A First-Class Automobile Might Keep An Air Flivver

Flying, which has been a Government monopoly for several warlike months, has been more or less heralded as a coming rich man's sport. Counting rich men as they are counted nowadays, it may even be said to be—or to be likely soon to be—within the reach of those with moderate means. The aero flivver may not be available for some years but there are signs of something like a competition in turning out moderate-priced airplanes, and the cessation of active aerial hostilities has even provided some real bargains in aircraft.

Moreover, the upkeep of an airplane is not figured on quite so grand a scale as is generally supposed. One can enjoy a surprising amount of flying for an expense not utterly incommensurate with that of keeping a high-class automobile or a fashionable carriage with horses. The actual number of miles one can fly on a gallon of gasoline approximates that provided by the fuel consumed by a good car. The cost of keeping a fine pair of horses is likely to be even greater, though perhaps the motorist or the horseman will not believe it.

Flying has become so common that it is possible to estimate the expenses fairly definitely. Your aero engine can be depended upon for a definite number of hours of flying, and the expense of the frequent overhauling necessary with such engines really does not in the long run go very far beyond the similar expenses with some cars. The chance of accidents can be estimated in the same way. The motorist faces the possibility of collisions and serious breakdowns and may even insure against them. The lover of horses may have a runaway and a bad smash-up. Of course the airplane "crash," so called, is apt to be more completely what its name implies, but all "crashes" are not such as to make an end of the machine.

According to official Government reports, one death occurs among the pilots in training for every 3,200 hours of flying. Since the average flying speed is between 70 and 80 miles per hour, this means that one life is lost for about 240,000 miles flown. Let us suppose that a motorist or a driver of horses drives seventy-five miles a day, Sundays included, for nearly ten years, which would be necessary to cover this distance. Even so it may be argued that this comparison is unfair to flying, since the Government figures apply to men learning to fly—picked men, to be sure, but after all not experienced pilots.

In comparing the cost of keeping an airplane with the cost of upkeep of an automobile or a pair of horses, account must be taken of the fact that the different vehicles serve different purposes. The automobile may be used to carry its owner to and from business on a regular schedule, and the same use may be made of the horses. A private airplane is kept for touring and trips for pleasure over great stretches of open country. If its flying radius and speed are considered, a very interesting comparsion is possible.

As to the bargains in the airplane market, as has been said, the close of the war has released an immense supply of flying craft. A number of Canadian machines that cost about $7,000 to build, for instance, are being offered for sale for $2,500 each. It is possible to buy a Canadian two-passengers craft as cheap as $2,500. One of the best known American airplane manufacturers is selling a fast two-seater, similar to those used so effectively in the war, for $7,500. There is, in fact, a surprising variety of machines of varied designs offered at prices between these two figures.

Obviously an airplane—even a flivver type of airplane—cannot yet be bought at flivver prices. It is only when the prices quoted are compared with those of the high-class automobiles now on the market that they seem moderate. A good limousine made by one of the standard manufacturers, capable of high speed, costs more than $5,000. A pair of well-matched blooded horses before a well-appointed carriage might cost almost anything. In the present market a pair of fancy carriage horses would be very likely to cost upward of G. $1,000 each, and a carriage from a fashionable maker G. $1,000, or even more.

Also there are literally thousands of experienced army air pilots today. And many of them are open to positions. Wages have not been standardized as yet, but it is safe to say that an excellent pilot could be employed for $50 a week, perhaps less. An expert aero mechanician ought not to cost more than $35 a week, and on such salaries they would lodge and clothe themselves. For a reliable and skillful chauffeur in these days of high wages it is necesary to pay $30 or $40 a week, with probably $40 a month for a footman. In both cases the owner of the car would probably have to supply board and lodging, and if he indulged in a livery he would have to supply it as well. A coachman who would prove both useful and ornamental in driving a well-appointed carriage would demand at least $50 a month, and expect to be boarded and supplied with liveries in the bargain.

The comparative cost of gasoline for airplanes or automobiles is very interesting. A fairly heavy car may run about twenty miles on one gallon of gasoline, but that is a high figure. It is estimated that an ordinary car will run 200 miles on a gallon of oil. An ordinary two-seater airplane, on the other hand, commonly consumes eight gallons of gasoline per hour. If the aircraft be traveling at 100 miles hour, it will consume one gallon for about twelve miles flown. The fuel expense, it will be seen, is greater for flying than for motoring. The aero engine, being much complicated also consumes more oil than the automobile motor.

The expense of feeding two good horses in these days of high grain prices is large. In most cities it would probably be not less than $2 a day each. To carry out the parallel, let us suppose that the horses did on an average ten miles a day, the fuel mile rate would then be about 40 cents per mile. It has been estimated that it costs 20 cents per mile to drive a high-powered car and 7 cents per mile for a very cheap car. The fuel cost of the airplane would obviously be between that of the automobile and the pair of horses.

As a general rule an automobile is overhauled once a year. It must be taken off the ground, thoroughly gone over, and new parts purchased to renew those worn out. The cost of such an overhauling is likely to run, in the case of a good car, from $50 to $100, and may amount very often to much more. An airplane engine as a rule requires to be overhauled after fifty hours of flying. The pilot and mechanician attend to this. The expense of overhauling and renewing wornout parts is likely to average about $200. In other words, you can enjoy in the neighborhood of 5,000 miles of flying without repairs to your engine.

One economy in flying over motoring is the saving in tires. A set of tires, as every motorist knows, is usually guaranteed to run 5,000 miles without renewing or something like the distance expected of an aero engine without repairs. The tires incidentally cost $60 each. This saving may be set off against the slightly greater cost of overhauling the engine. The housing of an airplane is obviously more difficult than sheltering an automobile or horses. And here the parallel is difficult. As a rule a two-seater airplane requires a shed about forty feet square for its hangar. Such a space anywhere near a city is obviously expensive, while the fields necessary for taking off and landing present another costly item. Indeed, here is the chief difficulty with making airplaning a sport at all—even for the rich. Until it is solved the man of moderate means in populous regions at any rate, must rely upon Government fields or club fields, which will come high.

It remains true that for the money which many a man spends in the purchase and upkeep of a high-class automobile or a firstclass carriage and pair of hoses he might enjoy 5,000 miles of flying in his own airplane.

MOTOR TRUCK ROADS IS NATIONAL PROBLEM

American Public Appreciating Their Value As Factor In Economic Growth

New York, April 29.—People are beginning to understand what roads mean—not as a means of enjoyment nor as a convenience, but as a great factor in the economic growth of the country—was the clear statement made by John S. Cravens, Chairman of the Highways Transport Committee of the Council of National Defense at the recent convention in Philadelphia of the National Association of Motor Truck Sales Managers. He added that he felt the next great national industrial enterprise would be the development of road construction for motor truck use.

"The Council of National Defense is not selling trucks," said Mr. Cravens; "it is trying rather to sell ideas. One of the purposes of the committee has been to educate the people as to the proper place of the motor vehicle as an agency of transport, in order that it might seek and maintain the place to which its usefulness entitles it.

"The vehicle and the road must be demonstrated to be complements of each other and inseparable parts of a great agency of public service. Once the people thoroughly realise this they will demand and have good roads when and where they will serve.

"The people of the country are beginning to realise that poor roads mean restriction of the social as well as the commercial opportunities of life, and that good roads mean quicker and cheaper transportation, a saving of labor, the opening of new channels of employment, broader and nearer markets, while being the avenues for wider and better social relations.

"It is being realised, moreover, that to no class does road improvement mean so much as it does to the farmer. Let the people once understand that, and we need have no fear concerning road construction.

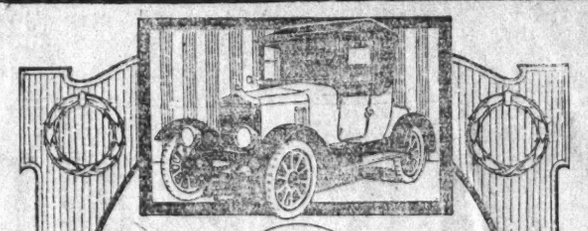
"No less important than road construction is provision for road maintenance. To build roads without adequate provision for maintenance is an economic waste."

Mr. Cravens also stated that it was the declared policy of the United States Railroad Administration to curtail the construction of spur or feeder lines. This will open possibilities to the motor truck, as the demand for transportation is constantly growing. Some of the railroad authorities advocate the establishment of country truck lines, especially those running at right angles to the main rail routes, and the aid of State committees has been invoked in a study of the short-haul problem in order that the relations of rail and truck thereto might be better understood and the economic field of usefulness of each be better determined.

"It has been the Council's policy," he added, "not to undertake the study of engineering features of road construction nor to enter too much into the detail of how the value of road construction and use is to be raised. The Council believes that the application of the use of the truck is something which should be properly left to the producers, for it is their business problem.

"We have also endeavored to coordinate the efforts of different bodies working to the same purpose, and to act as a clearing house in which may center the knowledge of the activities of various State Highway Departments which may be disseminated in order that all may receive the benefit of what is developed by one."

The Highways Transport Committee is now composed of representatives of the Federal departments most closely connected with road use and road construction—being the Post Office Dearment, the Department of Agriculture, and the Department of Commerce.



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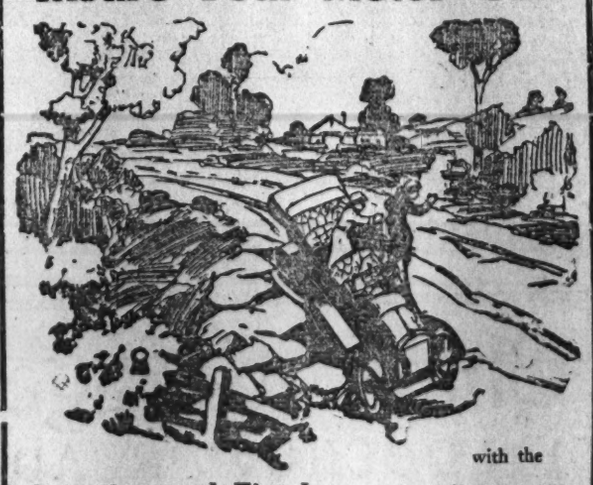

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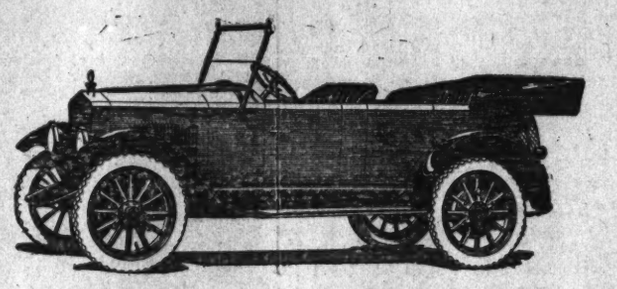

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THE SEATS are used more than any other part of a car. The position of the driver, who is usually the owner as well, is largely fixed by the necessity of commanding the pedals, levers or steering gear. It is, then, of the most importance that the seats, particularly the driver's seat, be ample and well proportioned. With these ideas in mind the body was designed from the standpoint of comfort. Every control is conveniently placed.

NO USELESS WEIGHT is carried by the Essex car. This, in conjunction with the efficient handling of fuel, further contributes to the exceptional gasoline mileage and performance of the Essex, and assures long tire life.

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An Overheated Motor Is A Bad Thing In Summer

Causes Of The Trouble, With Remedies, Explained---Difficulty Often Due To Retarded Spark

It is about as bad for an engine to overheat in Summer as for an individual. With most cars the nearer to the boiling point that the engine can run without actually turning the water into steam the better it will run. Many engines do not develop full horse power because they are kept too cool for efficiency. Some of the trouble is due to retarded spark. In cold weather the driver who retards the spark too much uses up a lot of gas that gives no power, but the engine does not overheat. With the rise in the mercury comes the overheating and the driver cannot figure it out; he is driving just the same.

Driving with retarded spark will produce overheating. Much manipulation of the spark lever is needed with present-day battery ignition systems. Many drivers, when they find the engine knocking at low speed, retard the lever and fail to advance it again when running at high speed. With magneto ignition the spark control lever may be advanced about three-fourths of the full range and be left there for about all speeds except the very high. This is because the nature of the spark changes with the speed of the engine, equivalent to an automatic spark advance and retard. It is not so with the battery system.

Another cause of chronic overheating may be traced to sediment in the radiator which prevents proper radiation. This is a deposit of mineral substance from the water. Usually this may be removed by running a saturated solution of washing soda through the cooling system. If there is a water pump disconnect the upper hose from the radiator and run the engine to pump out the solution, feeding water into the radiator from a hose, so that the system is thoroughly flushed before connecting the radiator hose again.

With a thermo-syphon system disconnect both upper and lower hose from the radiator and put the hose into the upper aperture of the engine to flush out the water jacket thoroughly and also flush the radiator to get out the last of the sediment.

Fan belts get out of order readily in warm weather because grease and oil fly more freely than when it is cold. They need oil enough to keep soft and pliable, but free oil makes the belt slip and the fan does not perform its mission. There is a belt adjustment to take up the tension, but when the belt begins to stretch it were better replaced.

Where the fly wheel spokes are shaped to form the fan it is necessary to keep the hood and drip pan closed so that the air will be drawn through the radiator rather than elsewhere. It will not do in such a case to lift the hood to help cool the engine. The radiator must be kept clean also; if oil is allowed to get in the air passages it will collect dust and not only clog the passage but insulate the radiating surface. For the same reason the face of the radiator cannot be painted very much.

One should keep the engine free from carbon in the Summer and keep the valve push rods adjusted close. Have the mixture as clean possible, and make sure that the exhaust through the muffler is free.

Chevrolet First On Truckee-Reno Trip

The first car from Reno to Truckee this year was a Chevrolet. C. W. Mapes, T. R. Gibson and J. C. Durham of Reno piloted two Chevrolet cars over the snow-blocked pass. This is considered the principal automobile event of the year in Nevada, and the event is looked upon with great interest by Nevada dealers. A novel feature of the run this year was the fact that two Chevrolets made the trip, one being a 1919, model 490 touring car and the other a little 490 of 1916 vintage. Mapes said that he did this to prove that the same sturdy construction is in the Chevrolet today that was possible in pre-war days.

SPRING TIRE CARE

After driving in wet weather if the car owner is careful to sponge off the tires when he returns to the garage and then wipe them dry, especially along the beads, he will do much to prevent the formation of rust. This advice is particularly applicable during the spring months of frequent and copious rains.

Maxwell 'Sealed In High' A Severe Test

A noteworthy performance was the "sealed in high gear" drive of a Maxwell car on Goodyear cord tires, in which 4,241 miles were covered in a continuous seven days' run, driving day and night. A speed of 25 miles an hour was maintained for 168 hours—the duration of the test.

When the strains on transmission and tires incidental to the starting and stopping of the car in its tour of the city streets of Los Angeles, where the performance was made, are considered, the record, as reported by Harry J. DeBear, local Maxwell branch manager, established is a credit to both the car and the tires.

CARRY SEARCHLIGHT ON LENGTHY MOBILITY TEST

Cadillac Chassis Travels From Massachusetts To Florida And Return

The recently completed 6,000 mile journey of the three ton searchlight equipment from Lynn, Mass., to Carlstrom Field, Florida, and return, is a remarkable new record for motor transportation.

Mounted on a Cadillac chassis, the great searchlight was carried over every possible form of trail and roadway. Streams and swamps which seemed impassable were either forded or bridged. The overall height of the unit, eleven feet, made the clearance a matter of inches only, where low bridges were encountered.

The weight of car and equipment, 9,300 pounds, represented a ton and a half overload, which the Cadillac chassis was not designed to carry. No signs of weakness developed in the chassis, and upon its return to Lynn, Mass., it was disassembled under the eyes of General Electric and Cadillac mechanical men and each part was carefully inspected.

The engine also was found in first-class condition at the end of the long trip.

The searchlight itself was in working order throughout the journey, and after its arrival at Carlstrom Field it was immediately available for every military purpose. The searchlight was developed by the General Electric Company.

Some Temporary Remedies For The Leaking Radiator

Have you a leaky radiator? One that the repair man says must be replaced because it cannot be repaired? Maybe you can cure it with a flaxseed poultice or a mustard plaster. At least one of these old-fashioned remedies may get you home if you spring a leak while far from a repair man.

One of the great annoyances of the tour is the leaky radiator. The honeycomb structure through which the cooling water passes to be rid of a part of its heat after it has had a session with the engine water jacket of very necessity is made of thin metal. It is intended that there shall be as little as possible between the heated water and the cooling air. For this reason it is subject to ready damage and corrosion gets in its work more quickly.

The natural and rational thing to do when the radiator is smashed or punctured, or when it corrodes through, is to take it to a radiator repair man. Except in case of an accident the trouble begins with a tiny leak. Perhaps a streak or spot of gray, tinged with red from rust in the water, is the first sign even before there is a drip. That is the time to have the leak repaired—before it becomes a big leak and a big nuisance. Modern radiators, many of them, are so built that a section may be removed and a new section soldered in with little expense. With others it is merely a question of soldering the leak or patching the spot and in some cases the spot is exceedingly hard to get at.

A friend has an old model car with a radiator leak which cannot be reached without taking the whole thing apart, for the leak is back of the case, or rim about the radiator. After fussing with it for some time and ascertaining that no repair man was eager to tackle the job, he decided to do it himself, having a soldering outfit and knowledge how to use it. But the leak could not be gotten at and he made up his mind that the repair man was right when he said that a new radiator was the only way out of the difficulty.

Not having $30 that he wanted to devote to that purpose the friend turned to dopes for leaky radiators which he had seen advertised. Some of them gave temporary relief and some gave no relief whatever, despite the promises of the advertisements and the wrappers on the cans. Along came a neighbor one day when he was speculating over the situation and heard the plaint.

"Go up to the drug store and buy a nickel's worth of ground flaxseed," said the neighbor. "Put that in the radiator and be happy. Clean out the cooling system once in a while and put in another dose of flaxseed and your radiator will last as long as the old boat does."

Before he had time to try this a third man volunteered the advice that a good dose of ground mustard in the cooling water would stop the leak, but he decided to try the flaxseed, and it worked. The leak closed.

Now, I do not want to go on record as favoring such a treatment as this for the radiator, for in some engines there would be trouble ere long, but my friend swears by the treatment for his car, and his temper is wonderfully improved now that he no longer has to fill the radiator every time he turns around. Up to date it has worked with his car, and perhaps, if the radiator repair man gives up your radiator as a bad job it might be well to try the flaxseed dose, watching the engine closely to see that the cooling system does not clog and the engine overheat, to its injury. And it would seem that no great harm would ensue by its use in an emergency on tour.

"It seems sort of queer to cure a sick radiator with a flaxseed poultice or a mustard plaster, but there is something new every day. This may be today's lesson.

CRACKED CYLINDER

For the car owner who likes to do his own repair work here is an interesting way to repair a cracked cylinder. Drill a small hole at each end of the crack and tap it for a copper plug. Scrape the surface near the crack until the metal is bright. Cover the crack with soft copper fillings and melt them in with a blow torch. Use a flux of rosin dissolved in alcohol.

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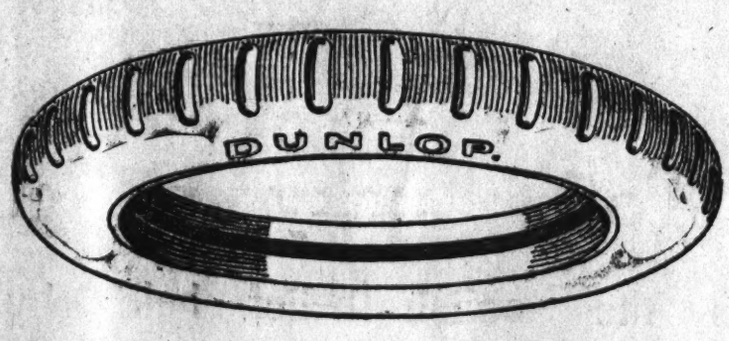


"A FINE JOB"

AS the engineers say. Sound thinking backed up by honest work, every detail of knowledge of motor tyre requirements and the capacity for carrying out numerous individual experiments both in the laboratory and on the road.

All these assets are behind each Dunlop Tyre sold, and that's one reason why you should fit Dunlops now and always.

DUNLOP

RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry.

Phone: Central 2248 **20 Kiukiang Road** **Cables: "Pneumatic"**

MOTOR THIEVES IN U.S. STEAL MANY MACHINES

22,273 Cars Taken In 18 Western Cities During Last Year

In 18 Western and Midwestern cities of the United States 22,273 motor cars were stolen in 1918, according to figures furnished the National Automobile Dealers' Association by the Automobile Protective and Information Bureau of Chicago, which is a business league of several motor car underwriting stock insurance companies. Detroit leads the list with 2,637 cars stolen, Chicago second with 2,611 and St. Louis third with 2,241.

Kansas City led in the list of total percentages of stolen cars unrecovered, 46 percent. St. Louis was second, 40 percent of its stolen cars being lost absolutely. The tabulation follows:

	Stolen	Recovered	% Loss
Chicago	2611	1954	25
St. Louis	2241	1354	40
Kansas City	1144	606	46
Denver	901	627	33
Omaha	1039	669	35
Columbus, Ohio.	451	352	20
Cincinnati	348	291	16
San Francisco	1122	1082	4½
Los Angeles	1629	1499	10
Oakland	895	860	4
Seattle	1451	1376	6
Portland	1088	990	9
Salt Lake City	797	790	1
Boston	866	607	30
Detroit	2639	1954	26
Indianapolis	404	No record	
Oklahoma City	571	484	15
Cleveland	2076	1816	13

The N. A. D. A. directors appointed a committee to confer with manufacturers to arrange a plan for better identification of motor cars by a more complete numbering of the component parts of motor cars. Usually the motor number is all the owner knows by which to identify his car, and thieves invariably chisel this off at once. The dealers believe that if several of the component parts of a car were numbered and records thereof kept by the manufacturers by the dealers or by the owners, the work of identification would be greatly simplified.

Plans for the development of a nationwide bureau of registration to facilitate recovery of stolen cars are being considered by the N. A. D. A. The association also recommends that dealers pay greater attention to the prosecution of motor car thieves whenever arrests are made.

Five years is the "list" price in St. Louis for motor car thefts. Until several months ago, it was almost impossible to obtain a conviction. But dealers have become interested in such prosecutions. One year was the term in the first conviction. This was followed by letters to the prosecuting attorney, commending his office for the diligence shown. The next sentence was two years. Then came more letters of commendation, and the next conviction was for five years, which is the rule.

Harry G. Moock, business manager of the N. A. D. A., said that dealers througout the country are awakening to the seriousness of the situation.

TESTS PRESSURE OFTEN; GETS BIG TIRE MILEAGE

Motorist Gets Good Results From Careful Inspection Twice A Week

From a prominent New York motorist comes some advice regarding tire inflation that will interest every tire user, says the United States Tire Company.

"I get big mileages out of my United States tires," is the statement of the newspaper scribe, "but I am of the opinion that the records my tires give are due in considerable part to the way in which I handle the subject of inflation. Many of my friends use the same brand of tires that are on my car, and yet they don't get anywhere near the service from their tires that I do.

"This is my rule. Twice a week I test the air pressure in my tires. It is some trouble to do this, and there are many warm days when it seems like a bother. But I stick to the practice religiously.

"During the period I have been making these regular tests I have learned some interesting facts. When I find a tire losing two and one-half or three pounds regularly, I figure that something is wrong with the valve, and put a new plunger into the valve.

"When I find the pressure dropping as much as five pounds right along, the trouble is almost certainly due to the development of a bad spot in the tube. Experience has proved this to be the fact so invariably that now when I find a tire losing as much as five pounds regularly, I change the tube without bothering to find the exact cause. But in the days when I did take the trouble to run the thing down, I always found a porous spot in the tube.

"This subject of inflation has been harped on so much that it sounds like a chestnut to most motorists. But by following this rule of semi-weekly tests I get results so unusual that I hardly ever mention them to my friends, for fear my statements will be put in the fish-story category."

WATER NOT INJURIOUS TO AUTOMOBILE TIRES

Humidity In Atmosphere, However, Is Destructive, Especially To Fabric

Now and then in the course of an automobile trip a car has to pass through a stream, and the question is sometimes discussed whether the action of the water is harmful to the tires. The same question arises when a car is out in a heavy rain.

The United States Tire Company answers the question by stating that the effect of such a wetting is practically nothing at all, either for damage or improvement. At any rate, the effect on the tire is not harmful. The two chief constituents of a tire are rubber and cotton, both vegetable substances, and as a rule water does not injure vegetable matter. As illustration of this point, there is the old but true story of the farmer who, when one of his rubber boots fell into a well, placed the other on a shelf in a closet. Twelve years later, when the well was cleaned, the lost boot was found to be in excellent condition, but the boot on the shelf had fallen into ruin.

If running through a brook resulted in cooling a tire the effect would be decidedly beneficial, but a quick dash through the water has little effect on the heated air within the tire and consequently the temperature change in the tire after its bath is negligible.

Water itself apparently does no harm to tires, but the combination of heat and moisture is destructive.

CARBURETOR IS FACTOR NEEDING SPECIAL STUDY

"The least known thing about a motor car is the carburetor. Owners will be able to tell you the smallest detail of the workings and functions of the engine of their car, but ask them one question about the carburetor and you will not find one out of a hundred that can give you a satisfactory answer," says a carburetor expert.

"One would be surprised to know how little even the buyers who come in to look at our carburetor know about carburetion. Some one has advised them to change the carburetor on their car to correct the loss of power or 'pep' to make a quick getaway, and they come in and ask us if our carburetor will do the work.

"Time and again, after we have found that the owner has had his carburetor adjusted by a factory representative of a make that we consider standard, we have sent him away to look for the trouble in some other part of his engine, for we know that it is not the fault of the carburetor.

"Then there are times when high-grade carburetors are changed for some inferior make to correct an error that does not exist in the carburetor, making conditions worse. The owner is disgusted, is out the price of the new instrument, finally selling it, feeling that he has been imposed upon by the dealer.

"The same can be said from the other side of the question. Many a good car has been sold because the car was equipped with a poor carburetor, or one badly adjusted.

"My advice to the owner is to study the carburetor. Know just what it does and how it does it, and when he thoroughly understands this he will be money in pocket and get more enjoyment and service out of his car than ever before."

GLASS CLEARER

It frequently comes in handy to know that a little bottle of kerosene and glycerine mixed in equal parts will clear the glass of the windshield of raindrops and give clear vision ahead. This compound operates to spread the raindrops in a thin even sheet all over the surface instead of letting it stand it globules.

LOOSE VIBRATOR

In case the screws that hold the small brass jaskets to the vibrator box become worn so that they do not grip any more, do not try to remedy the trouble by using longer screws, as this will probably injure the windings of the coil and ruin the vibrator. The better plan is to put a metal band clear around the box and attach it to the dash with small bolts.

SAVAGE TYRES

Savage Wrapped Grip Tread, Savage Plain Tread, Savage Grafinite Tubes

YOUR MONEY'S WORTH, AND JUST A LITTLE MORE IN HONEST, ENDURING SATISFACTION

RUGGED STRONG RESILIENT

WE DO NOT OFFER SOMETHING FOR NOTHING—BUT A REAL EXCHANGE OF REAL MERCHANDISE—PLUS REAL SERVICE, AT A FAIR AND HONEST PRICE. BUY A SAVAGE TYRE AND PROVE IT.

HONEST STURDY WEAR-RESISTING

DISTRIBUTORS FOR CHINA:

The Shanghai Horse Bazaar & Motor Co., Ltd.

Garage Telephones: West 1202 and 1213

"Too Lucky to get into an Accident"

is the foolish belief held by many otherwise sensible motorists

Your friend's turn yesterday,

Somebody else's to-day,

YOURS Tomorrow!

An X. S. POLICY relieves you of personal loss, liability and the third party claims at a small cost annually. Write for a prospectus.

C. E. SPARKE Insurance Office

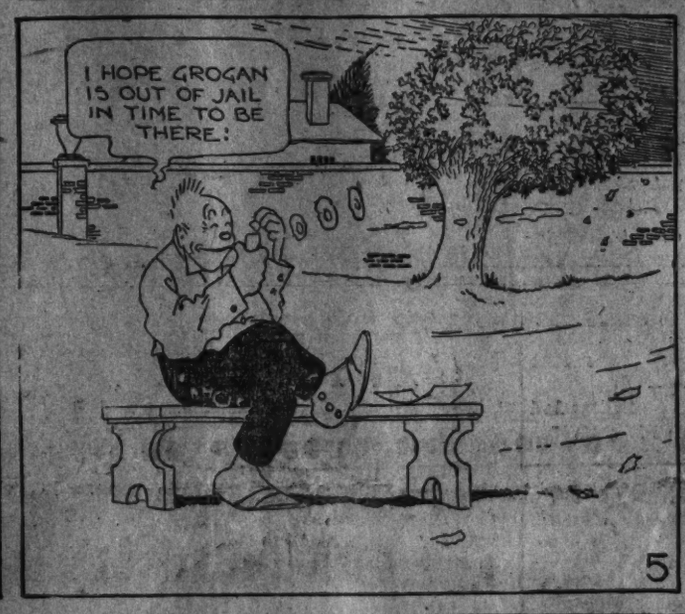
AGENT, EXCESS INSURANCE COMPANY, LIMITED

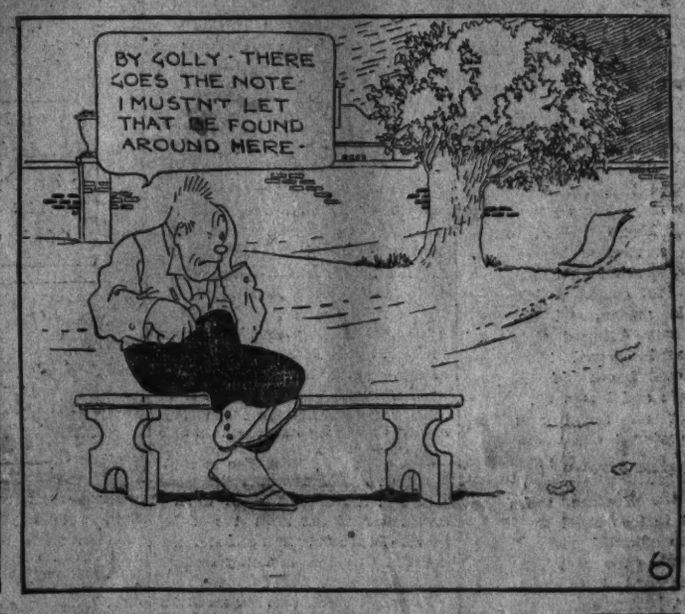
Sporting and Comic Picture Section

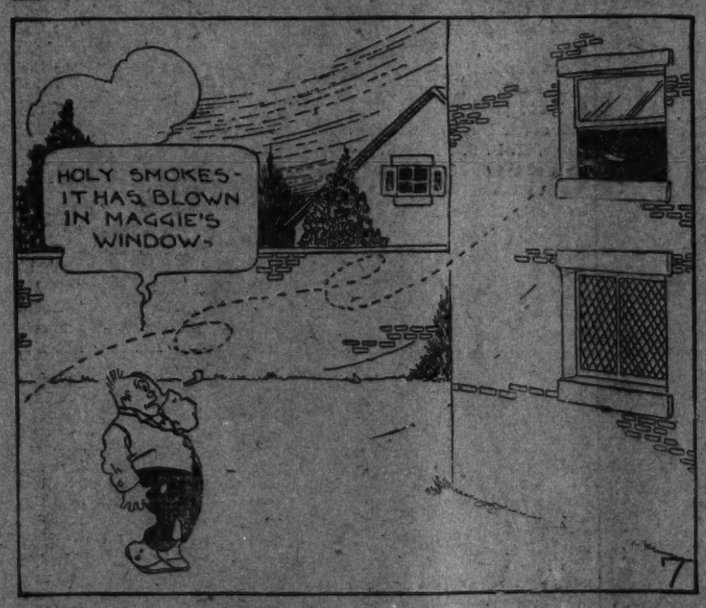
Sunday, September 14th, 1919

Bringing Up Father

ARE YOU ON?
SURE- TELL HIM I'LL BE THERE RAIN OR SHINE!
OLD PAL JIGGS TONITE IS THE NITE BE SURE TO GIT TO CLANCYS BY SIX- BIG DOINGS DINJY
4







MRS. SPOOFENS· WILL YOU HAVE SUGAR IN YOUR COFFEE?
JUST ONE LUMP· HOW MANY WILL YOU HAVE MR. JIGGS·
I DON'T WANT ANY· LUMPS· I'VE GOT ENOUGH NOW!!
12

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, SEPTEMBER 14, 1919

TEAMS IN DRAW AT CRICKET CLUB

Married Members Show Stronger Than Bachelors In Unfinished Match

DEEKS MAKES 85 NOT OUT

Three Batsmen Run Benedick's Score To 202 In First Innings

The married and single men of the S.C.C. got under way yesterday afternoon at 2:50, the latter losing the toss and having to face the hot sun.

Middleton and Deeks faced Hansell and Wainwright and to the first ball of the match Middleton succumbed, caught by Fox to Hansell's bowling. Deeks and Hayward then got together and after the former had scored a single Hayward was badly dropped, which was rather unfortunate for the bachelors for Hayward went right ahead after the life given him and before Capt. Clifford was given the chance had compiled 71 in great style. Deeks continued to hit out freely and when Moule, who captained those of the married rank joined him the couple continued to make hay while the sun shone till Moule decided to give the single men a chance. Hayward and Deeks took the score to 141, the best second wicket stand seen this season, and when the innings was declared closed the score board showed 202, Deeks having contributed 85 in good sound style and Moule 39.

Fielding all round was fair; Mansell captured one wicket at a cost of 37 and Yates the others at a cost of 32.

After tea Boulton and Yates went out to face Read and Grimshaw, the married men's southpaw, but when the score had reached 10 Yates had to succumb to Grimshaw, having collected 5 runs. Wainwright was very neatly bowled by Read with a ball that hardly left the ground. Boulton in the meantime had got nicely set and hit out well till a delivery from Read hit him in the thigh. Although hurt Boulton continued to carry on with the assistance of a runner and after collecting 27 fell third wicket, caught and bowled by Crawford, 61-5-27.

Clifford and Hansell brought the score to 97, the former batsman hitting out very freely, when the light failed and stumps had to be drawn at 7.15. Hansell contributed 11, not out, and Clifford 47, not out.

The married men know how to field and no mistake. Hayward was the most prominent, a nice clean pick up with a hot return. Read with 1 for 23 and Crawford and Grimshaw with 1 each for 28 and 29 respectively were the successful bowlers of the quartette tried.

The figures:

Married

H. Middleton, c. Fox, b. Hansell.	0
S. J. Deeks, not out	85
A. W. Hayward, c. Clifford, b. Yates	71
W. H. Moule (Capt.), not out	39
E. G. Norman, O. S. Crawford, E. G. Tait, W. S. Read, J. Tippin, R. Grimshaw and D. A. Herren, did not bat	0
Extras	7
Total	202

Bowling Analysis

	O	M	R	W
W. M. Hansell	15	5	27	1
F. L. Wainwright	13	2	60	–
W. Clifford	10	3	25	–
D. Yates	7	–	32	1
H. Langley	4	1	12	–
E. S. Fox	5	–	28	–

Single

F. Boulton, c. and b. Crawford	27
D. Yates, b. Grimshaw	5
F. Wainwright, b. Read	0
W. Clifford (Capt.), not out	47
W. Hansell, not out	11
E. Fox, A. Leslie, H. Langley, L. Taylor, H. Wavell and C. James, did not bat	0
Extras	7
Total	97

Bowling Analysis

	O	M	R	W
W. Read	13	6	23	1
R. Grimshaw	11	3	29	1
O. S. Crawford	7	1	28	1
J. Tippin	3	–	10	–

Smiles from the Mixed Court

Some noted temperance lecturer, levelling a broadside at that iniquitous masculine rendezvous the corner saloon, fearlessly declared that never did angry word or wrathful strife transpire around the sparkling water bucket. And some convivial defender of the unregenerate retorted that this was doubtless due to the fact that there was nothing inspirational about a pump. Both these gentlemen erred.

In the alleyway upon which abut the residences of Mesdames Wong Zan-sz and Yue Yang-sz there is a community water tap from which the housewives draw their supplies for kitchen or laundry. Following are the versions which these two ladies gave to the Assessor and Magistrate regarding some hectic doings which centered about this pious fount.

Said Madame Yue:

"She," indicating Mme. Wong, who occupied the dock, "was washing rice in my alleyway and as I wished to wash a few clothes I asked her to move slightly away from the tap. Instead of moving she abused me and slapped my face."

Following this, Mme. Yue related, she went home. But her bellicose neighbor, not content with having driven her victim from the field, gathered a crowd of men and stormed the Yue domicile, inflicting further damages on the features of Mme. Yue.

Mme. Wong said that her accuser's story would have been all right with a reversal of the names. It was herself, declared the defendant, who had come to the tap to wash rice and had found Mme. Yue monopolising the spigot. And, continued the witness, it was she who asked Mme. Yue to remove just a bit to one side and had been assailed first with violent language and then with the palms of Mme. Wong in response to her request.

Each of the ladies produced a witness.

Tsu Oo-ching said he had seen his two neighbors pulling each other violently about in the alleyway, but he didn't know who had started it nor who seemed to be getting the worst of the argument.

Zau Zau-sz said that she also had missed the preliminaries but had witnessed the same athletic contest that Tsu reported. Zau also concurred with Tsu in diagnosing the affair as a draw.

The court concurred in this latter opinion and dismissed the parties. So all bets are off.

A Slip of the Tongue

Zih Yui-dzung explained to the court that, arriving at home during the heated period of the day, he had taken off his long gown, draped it over the back of a chair and stepped upstairs on a momentary errand. When he came down he saw the tail of the gown flicker through the door and had given chase with suitable vocal accompaniment. As a result of which Dzung Zang-ling was arrested and the gown reclaimed.

Dzung said he had no intention whatever of stealing Zih's gown when he entered the house. He had come there looking for a friend and seeing the place apparently deserted and the garment alluringly to hand, and being destitute and hungry, he had fallen.

The court inquired if he had no friends who might help him.

Then Dzung grew absent minded.

"I have no friends," said he, mournfully, "not a friend in the world."

Reviewing his former testimony for the prisoner's benefit the court prescribed two months rest.

A Sad Misunderstanding

Hearing shouts and seeing a man come galloping out of an alleyway into Miller Road at 11 p.m. a few nights ago a C.P.C. rapidly ran over in his mind the regulations bearing on the occasion and tripped up the runner, at which a bicycle lamp went clattering along the pavement.

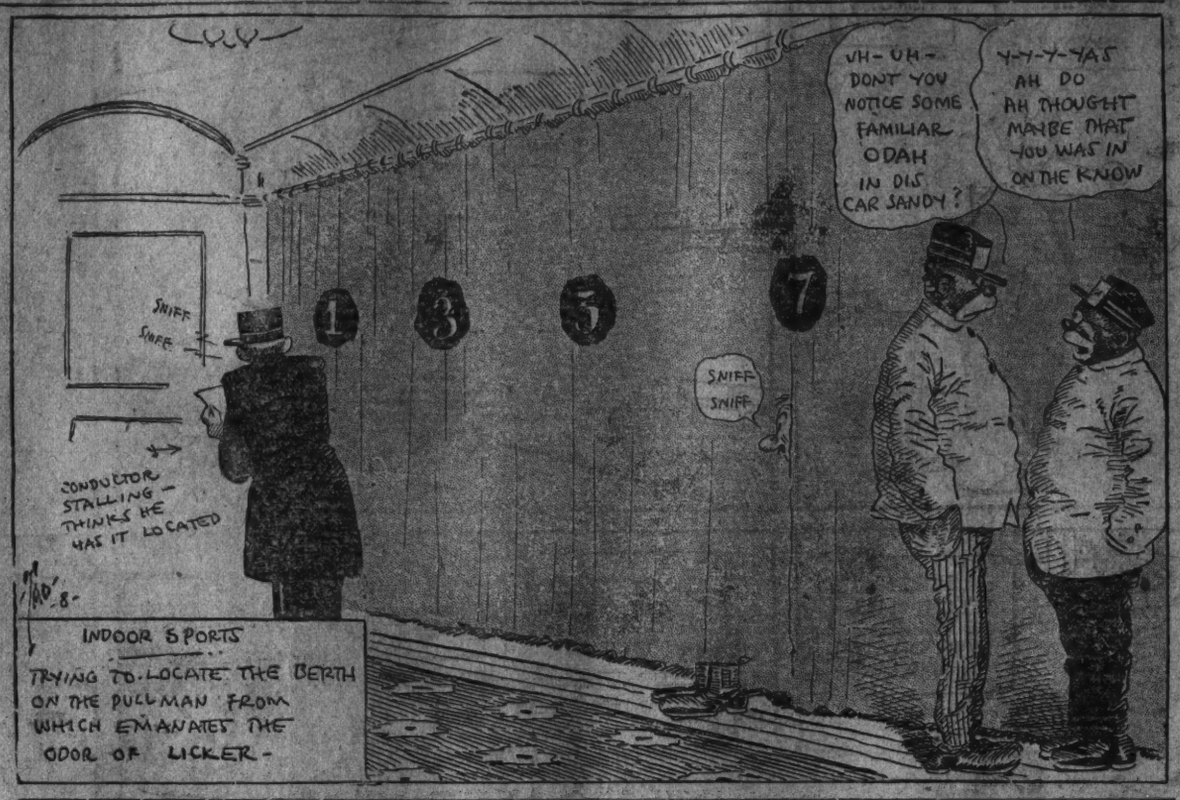
Then arrived Tsha Zung-ching, author of the outcry, and, shortly thereafter, Waung Ah-mau, owner of the lamp.

In court next morning Tsha stated that he had been standing in his doorway and had started his vocal disturbance when he saw the prisoner unfasten the lamp from the bike, the witness well knowing that the machine belonged to his neighbor, Waung.

The prisoner, whose name is Liau Ah-doo, unsmilingly stated that his action had been grossly misinterpreted. He had lost something in that alleyway and as it was a very dark alleyway he was borrowing the lamp in order to make search for his property.

If Lian loses anything during the next two weeks he will have less territory to look over in his effort to find the same.

INDOOR SPORTS By Tad


VH-UH- DONT YOU NOTICE SOME FAMILIAR ODAH IN DIS CAR SANDY?
Y-Y-Y-YAS AH DO AH THOUGHT MAYBE DAT YOU WAS IN ON THE KNOW
SNIFF SNIFF
SNIFF SNIFF
1
3
5
7
CONDUCTOR STALLING — THINKS HE HAS IT LOCATED
INDOOR SPORTS
TRYING TO LOCATE THE BERTH ON THE PULLMAN FROM WHICH EMANATES THE ODOR OF LICKER-

BASEBALL TODAY AT RACE COURSE

Teams Picked From Sailors And Civilians To Play; No Game Yesterday

There was no baseball at the Race Course yesterday afternoon and the game scheduled was not held because no arrangements had been made by the Committee of the Shanghai Baseball Club.

A game is to be played this afternoon between two picked teams, picked from sailors and civilians. It will start at four o'clock and will probably be the last game of the season.

No arrangements have yet been made for the annual baseball game between the cricketers and Shanghai. This will probably be played on Wednesday or Thursday of this week.

At The Theaters

Marguerite Clark, who is an ever-welcome screen favorite returns to Shanghai this week in a new picture called "The Fortunes of Fifi," which opens today at the Victoria Theater. It is a comedy drama in six acts and has been heralded as one of the most pleasing productions in which the star has been seen.

At the Olympic Theater today and tomorrow Dustin Farnum appears as star in a story of pioneer life in America. The title of the picture is "Davy Crockett" and woven into the story of the Kentuckian's life in the wilderness is a pleasing love theme.

After the run of "Intolerence," referred to elsewhere in this issue, another notable production, "Hearts of the World" will be offered as the main feature of the week-end program at the Olympic Theater. "Hearts of the World" is the picture of which David Lloyd George, British Premier said: "You have produced a masterpiece that will carry its message around the world, a story which will inspire every heart." Special music will be given with this picture.

"Twenty-one," a five-part comedy, will be presented at this afternoon's matinee at the Apollo theater and tonight a powerful drama, "The Combat," will be shown in connection with other features of the bill.

Opening tomorrow at The Apollo Wilfred Lucas stars in "Acquitted," a story full of human interest and gripping situations. In this also appear Bessie Love and Mary Alden, both Triangle favorites.

The noted story, "Mrs. Wiggs of the Cabbage Patch," in its screen version will form the main offering of the bill that opens tomorrow at the Isis Theater. The program includes also another episode of the "Beatrice Fairfax" series of pictures.

Special Rink Competition Goes To 'Under Fortyites'

Mr. Bowerman Skips His Four To Victory Over Capt. Allen's Bowlers

By Domino

"Captain" W. N. C. Allen was not able to steer his four to victory yesterday afternoon in the Special Rink Competition but he was more successful in presenting the cups that had been donated by a modest member, who would not allow his generosity to become public, to the winning skip, R. J. Bowerman, and his trio, Messrs. Park, Broughton and Mennie.

Skip Allen explained that it had been intended that the competition should be between players over forty and players under forty but evidently those who had not attained to the forty stage were shy of their prowess and not sufficient numbers could be mustered to meet the vigorous and keen Over-Fortyites. So it was somewhat mixed. A few of those over the age looked so young that they had to go and play for the Unders and some of those who were somewhat staid and perhaps careworn had to throw in their lot with the Overs. So it was not age against youth but member against member and quite one of the best afternoon's sport. Those members of the Lawn Bowls Club certainly are out to enjoy themselves. One seldom sees such keenness as is always displayed upon those well kept rinks and the good comradeship which is always in evidence breathes the very essence of sport.

By the way Skip Allen was not the only speechmaker. Jean Park in the absence of his skip, Bowerman, had something to say about a Tyro or a Tryon—I am not sure which—anyhow he ended up with calling upon everyone to give three cheers for the winners and as he was one of them of course they were given heartily.

Hongkong Sends Challenge

An invitation from Hongkong to play teams in the Southern port was announced and a call for volunteers was made. There should not be much difficulty in getting together a representative four to take the trip, for not only is the hospitality of Hongkong proverbial but the sportsmen there are the best of good fellows. Hankow also wants to chip in so that a fine triangular contest should result.

Something must have gone wrong with F. J. Norbury's four. Messrs. Norbury, C. M. Bain, C. P. Dawson and F. A. Sampson look strong enough on paper to tackle anything in the shape of lawn bowlers but Skip Bowerman got their number—or goat, whichever you like to call it—and simply ran away with the score standing 32 against 7. One of the closest contests was that between teams skipped by Major Trueman and W. B. Pitt. When the game was over only three points stood between the losers and the victors.

A. J. Stokes had a good four in himself, J. C. Macdougal the runner-up for championship honors, G. MacSweeney and D. M. Graham. They proved too good for J. D. Gaines' team by a margin of seven. The final results gave the supposedly under forties a victory by 134 to 98.

The scores follow:

Rink No. 1	
J. D. Gaines (skip)	A. J. Stokes (skip)
J. McGavin	J. C. Macdougall
E. C. Emmett	G. MacSweeney
O. Crewe-Read	D. M. Graham
16	23
Rink No. 2	
T. E. Trueman (skip)	W. B. Pitt (skip)
Capt. J. Dewar	J. T. Disselduff
W. J. Burns	R. W. Wells
W. A. Ogden	J. Frost
20	23
Rink No. 3	
F. J. Norbury (skip)	R. J. Bowerman (skip)
C. M. Bain	J. Park
C. P. Dawson	J. Broughton
F. A. Sampson	D. Mennie
7	32
Rink No. 4	
F. L. Marshall (skip)	R. Simmons (skip)
A. D. Bell	J. Munro
R. Wingrove	N. W. Peach
Dr. Ross	P. M. Scott
18	26
Rink No. 5	
W. D. McCallum (skip)	G. L. Campbell (skip)
Alex Samson	J. J. Sheridan
Dr. Davenport	W. A. Turnbull
Dr. Bonfield	S. M. S. Gubbay
23	13
Rink No. 6	
W. N. C. Allen (skip)	A. W. McCallum (skip)
F. Large	E. Payne
L. W. C. Lorden	A. T. Downie
J. Valentine	J. Scotson
14	17
Totals ... 98	134

S.R.C. v. S.L.B.C. Today

Today the Shanghai Lawn Bowls Club will take a journey to the Recreation Club's nicely laid out greens and a game will be played there at 4:30 p.m. The teams representing the S.L.B.C. are:

A. D. Bell (skip)	J. T. Disselduff (skip)
J. Park	J. C. Macdougall
Alex Samson	G. MacSweeney
R. Simmons	P. M. Scott
O. Crewe-Read (skip)	A. W. McCallum (skip)
J. D. Gaines	J. J. Sheridan
W. B. Pitt	Ellis Hunter
W. N. C. Allen	F. L. Marshall

The S. R. C. teams will be selected from the following:

J. Shaw, G. B. Stormes, W. S. Featherstonbaugh, H. Veitch, R. J. Bowerman, H. S. Smyth, H. E. Peck, R. Fanstone, A. J. Brown, E. Noakes, P. W. Reeves, T. Poignand, S. Wallace, E. O. Thomas, N. David, J. E. Lucas, H. Landers and J. Keefe.

Next Saturday there will be an all-comers in competition open to any bowlers in Shanghai. A record muster is anticipated.

AMERICAN COMPANY TO SHOOT FOR CUPS

Will Compete For Trophies With Other Contestants On September 28

The American Company Cup, presented by the American Company, S. V. C., to be competed for by teams of three men representing the various units of the Defense Forces of the Settlement, will be fired for on Sunday afternoon, September 28, commencing at 2 o'clock sharp.

The conditions will be 200, 500 and 600 yards, Bisley, one sighter and seven scoring shots at each range, H. P. S. 105. A small replica of the cup is presented to each man on the winning team, and a trophy to the high gun.

This year invitations have been sent to the Expeditionary Forces Emergency Unit and to the Special Police, and it is hoped that both will be able to get together strong teams.

Entries close on the 16th, and the draw for mounds and time of firing will be announced later.

The Jacob Cup, now on exhibition in the American Club, has been presented to the American Company, S. V. C., by Mr. L. Jacob of the China and Java Export Company. That all men may have an equal opportunity to win the cup it will be presented to the man who makes the highest aggregate score, including allowance, in the coming rifle meeting. The musketry committee of the company is deeply grateful to Mr. Jacob for this manifestation of his interest in the shooting of the Company.

Today's Band Concert

French Municipal Band

A performance by the French Municipal Band will be given today, weather permitting, at the Koukaza Public Garden, at 9 p.m., program as follows:

1. Notre Marine—Marche ... Tile
2. Tendres Baisers—Valse ... Waldteufel
3. Moonlight—Serenade ... Moret
4. A Gaiety Girl—Fantaisie ... S. Jones
5. Roccoco—Entr'acte ... Aletter
6. La Mascotte—Quadrille ... Audran
7. Sourire d'Avril—Valse ... Depret
8. Sambre et Meuse—Pas redouble ... Rauski

J. F. Heymans,
Le Chef de Musique.

S. M. Band Plays Tomorrow

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5:30 p.m.:

1. March—Clear the way ... Douglas
2. Overture—Masanielle ... Auber
3. Waltz—Cecile ... McKee
4. Selection—The Casino Girl ... Englander
5. (a) One Step—Red Wing ... Mills
   (b) Fox Trot—In the land of wedding bells ... Meyer
6. Selection—The Belle of New York ... Kerker

A. de Kryger,
Conductor-in-Charge.

PICK WINNERS IN BIG LEAGUES

Giants And Chicago White Sox Liked By New York Writer

HAVE STUFF TO HOLD ON

Steadiness Of Two Teams Make Them Loom Up As Flag Possibilities

New York, August 3.—Picking pennant winners at this palpitating stage of the big league races is highly unprofitable. But if one were forced to pick at the point of the bayonet the best guess would be the Giants and the White Sox, not so much because of the fact that they have been leading, but because they seem to have the essentials to hold on.

In the National League Patrick Moran is annoying the Giants considerably and probably will continue to annoy them. At the start of the season Moran did not seem to have anything much, but at the present writing one John J. McGraw will admit under oath that he has something decidedly resembling a baseball team. Patrick has demonstrated that there is considerable in the managing of a baseball team. It will be recalled that Moran won a pennant once with one pitcher and not much else in the line of baseball players. While considering the National League one must not forget that Chicago has a team in this league also.

The acquisition of Davy Robertson ought to help the Cubs a little if Davy will concentrate on baseball. But every once in a while Robertson figures that life will not be worth living unless he can tack the title M. D. after his name, and David begins to yearn for a session in a medical college, forgetting for the time that he is drawing a salary for participation in the national pastime.

The American League

The steady ascent of the Chicago White Sox and the steady slide downward of the Yanks are the two most noteworthy features of the American League. Before the Yanks started West they were leading, and the pennant winning spirit seemed to be with the team. But they returned from the road with 15 defeats and six wins as the harvest. The Yanks have not been an unlucky team this year, either. The athletes have proved themselves less brittle than they were under "Wild Bill" Donovan. "Home Run" Baker is still intact, and there are no cripples on the team. But they lost a lot of ball games.

The Cleveland Indians certainly are contenders this year. In fact, Ohio, which used to turn out Presidential timber by the cord, is beginning to dream dreams this year of a world's series confined entirely to the State of Ohio, with the Reds and Indians sharing the spoils.

The Veterans Hold Up

The western infield of the Giants, over which many sages used to shake their heads at the start of the season, seems to be holding up fairly well. Those two old gentlemen, Chase and Doyle, are still able to hobble about as well as can be expected at their time of life. Chase went like wildfire when he did find his batting eye. Three home runs in a week at the Pole Grounds might be taken as evidence that Chase still has a little life left in his palsied and aged frame.

There is only one really constant team in organised baseball right now. That team is the Philadelphia Athletics. It is consistently last, and can be depended upon to remain where it is put. Every year some optimist carolling merrily at the start of the season says: "Watch the Athletics this season."

We have been watching the Athletics until we got an acute eye strain. They are still there. They haven't even wiggled a foot.

Racing At Kiangwan

The International Recreation Club will hold its 57th meeting at Kiangwan on October 8 and 10. Ten races have been included for each day. The first race will be at 1:15 o'clock.

The Kiangwan Challenge Cup and St. Leger will take place on November 29. Entries for these two events will close on October 13 at 7 p.m.

There will be races at Kiangwan next Saturday afternoon.

British .303 Championship

A. M. Collaco Wins First Stage

The first stage of the Shanghai British .303 Rifle Championship was shot off at the Range yesterday afternoon and was won by A. M. Collaco with the fine score of 96.

Weather conditions were unfavorable but 37 out of the 39 entrants appeared for the shoot. W. T. Rose was second in the scoring with 93 points and W. J. Terrill and R. I. Ito followed with 90 each. The ranges fired were 200, 500 and 600 yards. The second stage of the competition —300 and 600 yards—will be fired today at 3 p.m. sharp, when the 24 highest scorers of the first stage will contest. Competitors are asked to be at the firing point at 2:30 p.m. to draw for the mounds.

Following are yesterday's results:

Competitors Qualified

Names	200 yds.	500 yds.	600 yds.	Total
A. M. Collaco	30	33	33	96*
W. T. Rose	32	33	28	93
W. J. Terrill	28	29	33	90
R. I. Ito	28	30	32	90
O. L. Ilbert	30	31	28	89
W. O. Lancaster	31	32	26	89
C. Luthy	29	32	27	88
F. W. Snape	32	30	26	88
W. E. Sauer	32	32	22	86
C. Mills	25	29	31	85
W. G. Smith	26	31	28	85
H. W. Lambert	25	26	33	84
F. Bonichi	28	29	27	84
H. Kodaira	30	30	24	84
C. E. M. Thomson	30	30	24	84
J. Macbeth	29	32	22	83
S. A. Ransom	29	32	22	83
K. D. Chen	28	29	25	82
K. McKelvie	28	30	24	82
R. G. H. Cole	32	27	23	82
H. Cranfield	32	24	25	81
A. L. Mottu	31	28	22	81
G. H. Willder	27	25	28	80
W. Brand	27	32	21	80

*Winner of Special prize.

Competitors Counted Out

M. Iijima	30	27	22	79
C. Reeves	29	22	27	78
Y. S. Fong	27	31	20	78
H. E. Barnes	25	26	26	77
F. T. Smith	29	28	19	76
G. V. Jensen	27	20	28	75
C. Bédoni	25	27	23	75
H. Tobias	29	26	20	75
A. F. Dinizjr	26	22	25	73
E. Fasting	26	25	20	71
K. Tsunoda	26	13	16	55

Competitors Retired—H. Lane, E. Robinson.

Competitors Absent—C. H. Ryde and C. W. Marshall.

OSCAR EGG GOING TO U. S.

Oscar Egg, the great Swiss bicycle rider, is on his way to the United States from France, it is reported. Egg is coming to compete against America's best. His arrival is sure to add interest to the bike game in America.

PURE SWEET WHOLESOME APPLE CIDER

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JACKSON, NEW LEADER IN AMERICAN LEAGUE

White Sox Slugger Has Mark Of .354; Thorpe Heads The Nationals

Chicago, July 19.—Joe Jackson of Chicago, is the new American league batting leader. Unofficial figures released Saturday show he has an average of .354. Peckinpaugh of New York, leader a week ago, dropped into third place, while Cobb and Veach of Detroit, are tied for second with .348. The averages include games of Wednesday.

Babe Ruth of Boston, is out to establish a new home run record. He has pulled 13, including two Friday. Johnson of Cleveland, who fell from sixth to 18th place in batting, continues to lead base stealers, with 19.

Leading batters for 25 or more games:

Jackson, Chicago, .354; Veach, Detroit, .348; Cobb, Detroit, .348; Peckinpaugh, New York, .343; Flagstead, Detroit, .339; Sister, St. Louis, .337; McMullin, Chicago, .333; Ruth, Boston, .329; Williams, St. Louis, .323; Tobin, St. Louis, .316.

Jim Thorpe of Boston, continues to top the National League hitters with .373. Other leading batters for 25 or more games, including Wednesday, are:

Cravath, Philadelphia, .354; Myers, Brooklyn, .337; McHenry, St. Louis, .328; Young, New York, .326; Williams, Philadelphia, .320; Wheat, Brooklyn, .317; Wingo, Cincinnati, .317; Burns, New York, .311; Kauff, New York, .310.

BERRY NOT TO PLAY BALL

Howard Berry, former Penn all-around athlete, has confided to friends that the New York Giants, among other major and semi-professional clubs, had offered him a contract to play baseball. All were turned down by Berry, who is anxious to "get up" in the business world. Pittsburgh will have a strong football eleven this fall, declares Berry.

Rowing Notes

The Autumn training season is always supposed to start September 1 and although the first fortnight is usually too hot for the majority to do much hard work a visit to the Club any evening between 5:30 and 7 o'clock these days shows that there is a good deal of activity already.

* * *

The Regatta has been postponed a week, the dates now being finally fixed for October 25 and 26. This gives practically six weeks more in which to train. It is a great pity that the daylight saving is being discontinued this month as September and October are the two months during which it is most required by those who go in for any of the ordinary forms of sport.

* * *

The Autumn Regatta is essentially for Junior and Griffin races and it is hoped to get five Griffin fours going, most of which will probably split up into pairs. It is hoped to get out a good number of entries also for the Griffin tub sculls as there is nothing like sculling for teaching watermanship and straight swinging.

* * *

Members are reminded that a railway car can be had at Henli over the week-ends, provided that six persons made use of it, that is to say the Railway requires a guarantee of twelve dollars before providing the accommodation. Members wishing to avail themselves of this accommodation should put their names in the book kept for the purpose by "George" at the Rowing Club before Friday each week. Or they should apply direct to the secretary of the Club and provided a sufficient number apply the coach will be sent up.

AMERICAN STARS POPULAR

While the American Inter-Allied team was in Paris delegates from several of the small countries offered flattering inducements to a number of them to condition their nations' track teams for the Olympic games next year. However, none relished the idea of remaining abroad and declined the offers.

PITCHING RECORD SET BY JOHNSON

Is Only Major League Pitcher To Win 50 Games Against One Club

New York, August 3.—George Sisler, the St. Louis star, who jumped into the lead of the American League batters last week, has been overtaken by the great Tyrus Cobb. The Browns' first baseman, however, punched out the greatest number of hits in the major league to date, having 120 to his credit. Roger Peckinpaugh heads the run-getters with 69 tallies. Sisler and Doc Johnston are tied for the lead in stealing bases, with 22 each.

Incidentally, Walter Johnson hung up a record in baseball when he scored his fiftieth victory against the Detroit club on July 10. Johnson is the only major league hurler to win fifty games from any one club. Detroit has beaten Johnson thirty times.

QUIGLEY BEST FIELDING UMP

"Who is the best fielding umpire in the National League?" is a question which is often asked, and it might be said that this honor undoubtedly should go to Ernest Quigley. As a general rule the average arbiter is prone to dodge hard hit fouls which come his way but Quigley is not of this type. In several games this season at New York, Cincinnati and Chicago Quigley has made some great stops of liners on foul territory and been applauded by the fans.

The Frawley Company

Standing room was at a premium last night at the Lyceum Theater when the Frawley Company repeated "Three Wise Fools." The enthusiastic audience was delighted with the excellent presentation of the popular New York success and Messrs. Frawley, Hillebrand, Crosby and Morrison and Miss Prentice, who played the big parts, were forced to answer numerous curtain calls. Homer Barton, Miss Virden, Herbert Farjeon, Vere Mathews, Gordon Blyth, Edward Harford and Taylor Graves handled the smaller parts in excellent shape.

Yesterday afternoon a good house saw Miss Doria again please as "Polly Shannon in Polly With a Past."

A change of program tomorrow night will bring "The Brat," Maud Fulton's comedy. "The Brat" will also be Tuesday night's offering.

The great German spy play, "Three Faces East," one of New York's greatest successes, will be played Wednesday and Thursday nights and the company opens with "East Is West" on Friday night.

"East Is West" was not played by the Frawley Company in Honolulu or Japan. It is an interesting story with a Chinese setting.

S. V. C. Annual Meet Set For Next Month

The first annual rifle meeting of the Shanghai Volunteer Corps after the war will be held between October 19 and 29. Programs and entry forms will be distributed to volunteers towards the end of this month. The Municipal Challenge Cup will be competed for at this meeting.

NEW PLAN FOR SERIES

Club members of both the American and National league have voted to adopt a new plan for the distribution of the players share of the World's Series money by which the players on the first three teams of each league will benefit, the National Commission announces.

The new system provides that 60 percent of the receipts for the first four games of the World's Series shall go into a fund which may be increased by 50 percent of any of the funds received through intercity games played between the teams finishing second and third. Of this combined fund 75 percent is to go to the players in the World's Series, the balance going to the teams finishing second and third.

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE) ZAHKOU TO SHANGHAI NORTH—"UP"

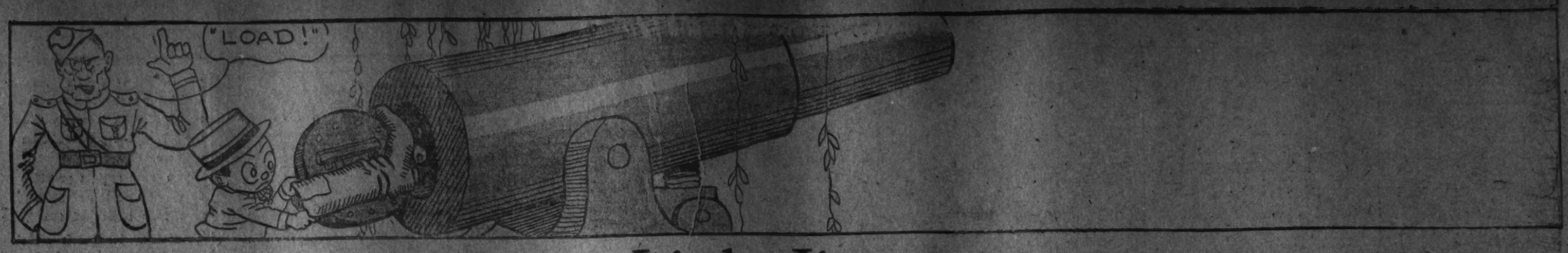
STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local	Night Express R
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....	19.15
Jessfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30
Siccawei dep.	....	7.58	9.23	10.38	....	15.13	16.13	....	19.36
Lunghwa Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....	19.56
Shanghai South dep.	....	*7.45*	*9.16*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*	*19.20*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*	*19.56*
Sungkiang dep.	....	8.59	10.48	12.02	....	16.07	17.42	....	20.26
Kashai dep.	....	9.51	11.52	13.28	....	16.53	18.49	....	21.2
Kashing dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....	21.5
Yekrah dep.	8.45	11.05	13.15	15.50	....	17.53	....	....	22.2
Changan dep.	9.45	11.41	14.00	16.50	....	18.24	....	....	22.5
Hangchow dep.	11.10	12.50	15.25	18.40	....	19.19	....	....	23.4
Zahkou arr.	11.35	13.10	15.50	19.10	....	19.35	....	....	24.00

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local	Night Express R
Zahkou dep	....	....	6.30	7.55	....	9.20	14.10	15.30	17.50
Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.05	18.15
Changan dep.	....	....	8.04	9.48	....	11.40	15.20	17.36	19.03
Yekrah dep.	....	....	8.41	10.31	....	12.39	15.51	18.40	19.35
Kashing dep.	....	7.15	9.25	11.22	....	14.10	16.30	19.30	20.15
Kashai dep.	....	7.48	9.53	11.55	....	14.48	16.52	....	20.38
Sungkiang dep.	....	9.05	10.47	12.59	....	16.08	17.40	....	21.36
Lunghwa Junction dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....	*22.23*
Shanghai South arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....	*22.40*
Lunghwa Junction dep.	....	10.36	11.35	14.05	....	17.06	18.20	....	2.17
Siccawei dep.	....	10.39	11.44	14.14	....	17.22	18.29	....	2.25
Jessfield dep.	....	10.46	11.51	14.21	....	17.37	18.36	....	22.31
Shanghai North arr.	....	11.00	12.05	14.35	....	17.55	18.5	....	22.45

KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao dep.	6.50	8.25	11.25	14.00	15.55	17.30	23.00	Zahkou dep.	....	10.10	12.25	....	....	18.40	....
Kenshangmun dep.	7.10	8.50	11.40	14.15	16.15	17.45	23.15	Hangchow dep.	7.30	10.40	12.45	14.55	16.40	19.15	23.40
Hangchow dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25	Kenshangmun dep.	7.42	10.57	12.57	15.12	16.52	19.27	23.54
Zahkou arr.	....	9.40	12.10	....	....	18.25	....	Konzenchiao arr.	7.55	11.10	13.10	15.25	17.05	19.40	0.05

R. Restaurant Car.



Little Jimmy

1. "THE CONDUCTOR SAYS WE HAVE TEN MINUTES AT THE NEXT STOP. LET'S GET OFF AND STRETCH OURSELVES."

2. "LOOK! HERE'S A GOOD OLD FASHIONED WEDDING PARTY."
"HURRY UP, YOUNG PEOPLE! WE'LL HELP YOU ABOARD!"
"SPEED UP LILLY MAY! WE'LL BE OUT UV THIS IN A JIFFY!"

3. "GEEOSH!"
BONGO

4. "YOU POOR CHIL'! DON'T CRY SO! HES NOT HURT SERIOUSLY!"
"BAW-OOEE!"
"HEY, MISTER! THIS BOOT YOU GOT HIT WITH IS ALL FILLED UP WITH CONCRETE OR SUMPIN'!"

5. "YEW FOLKS GIT LILLY MAY ONTO THE TRAIN! I'LL BE BACK IN A MINUTE! I GOTTA TEND TO SUMPIN'!"

6. "MISTER! ...E'S TH' BOOT ...T HIT YOU ...I KNOW THE ...Y THE FELLER ...OKS WHAT ...E YOU TOO!"
"YERE A GOOD KID GIMME THAT BOOT AN' COME ALONG AN' SEE TH' FUN!"

7. "CALEB CUTWORM, I WANT A WORD WITH YEW!"
"THAT'S THE FELLER!"

8. "AN THIS IS IT!"

AND IN THE MEAN TIME

9. "WHERE'S MY ZEKE?"

10. "TH' CARS IS MOVIN' I WANT ZEKE!"
"HE MAY HAVE GOT ON SOME CARS AWAY AND WILL BE UP IN A MINUTE!"
? ? ? ?

11. "FATHER! WHERE IS JIMMY?"
"I'M GOIN TO FIND OUT!"

12. "GET OFF AT THE NEXT STATION AND WAIT FOR ME!"

13. ...MEANT IT AN' MEBBY ...BUT ANYWAY WE'RE ...PHEN SO I'LL SHAKE ...AN' LET BYGONES BE ...BUT DON'T ...ET IT ...HAPPEN AGIN!"
...AIN'T GOIN' ...GIT MARRIED ALL OVER AGIN BE YOU?"

14. "WHAT TIMES THE NEXT TRAIN WEST?"
"FOUR-THUTTY IN THE MORNIN'!"
"OO! GOODY! WE CAN STAY UP ALL NIGHT!"
SWINNERTON -19-